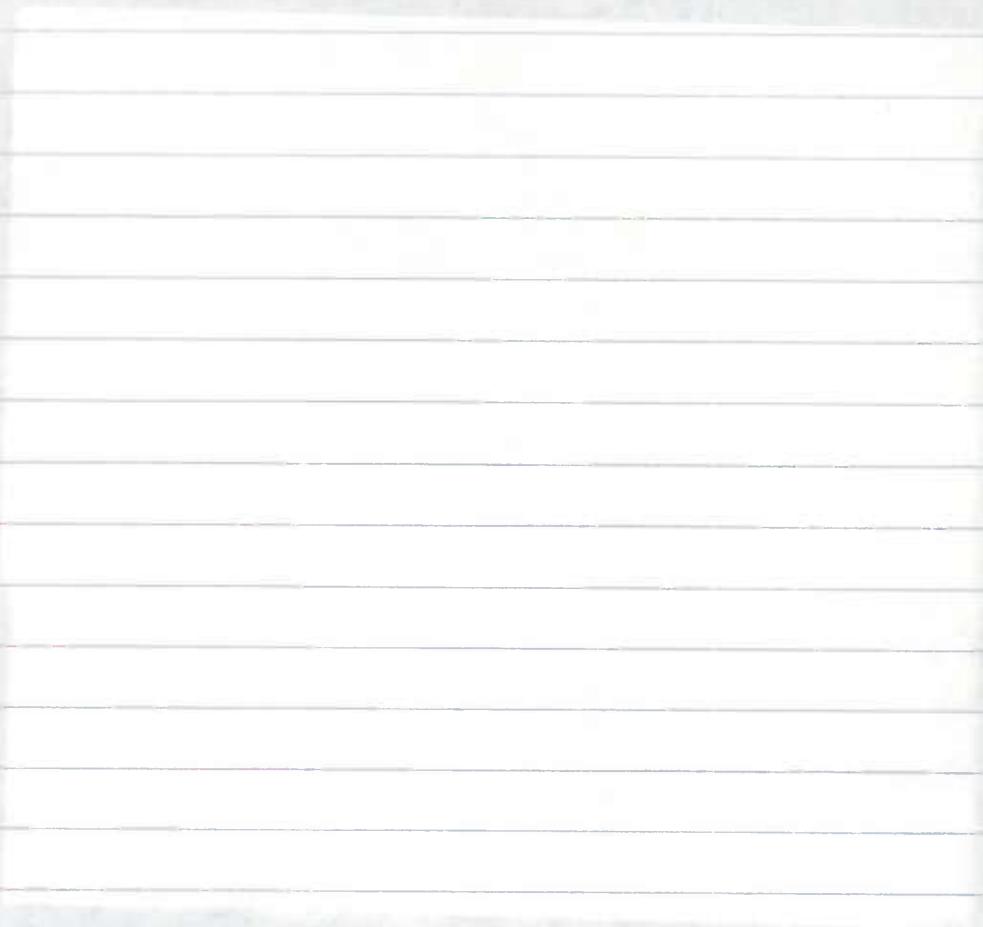


Check these -  
Relocated? New? - make OP  
reconstructed? Keep Co. #

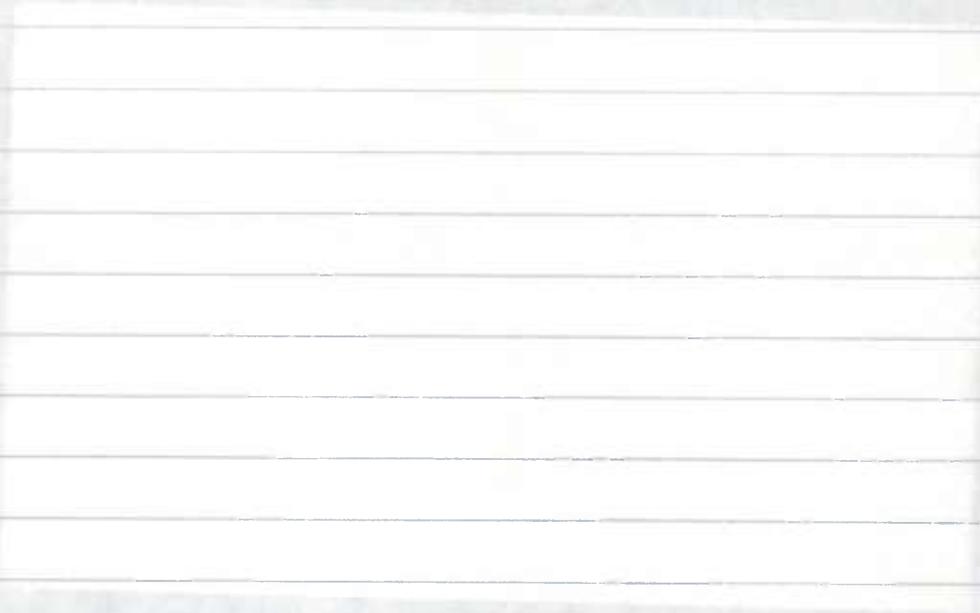
Paul Goldsworthy

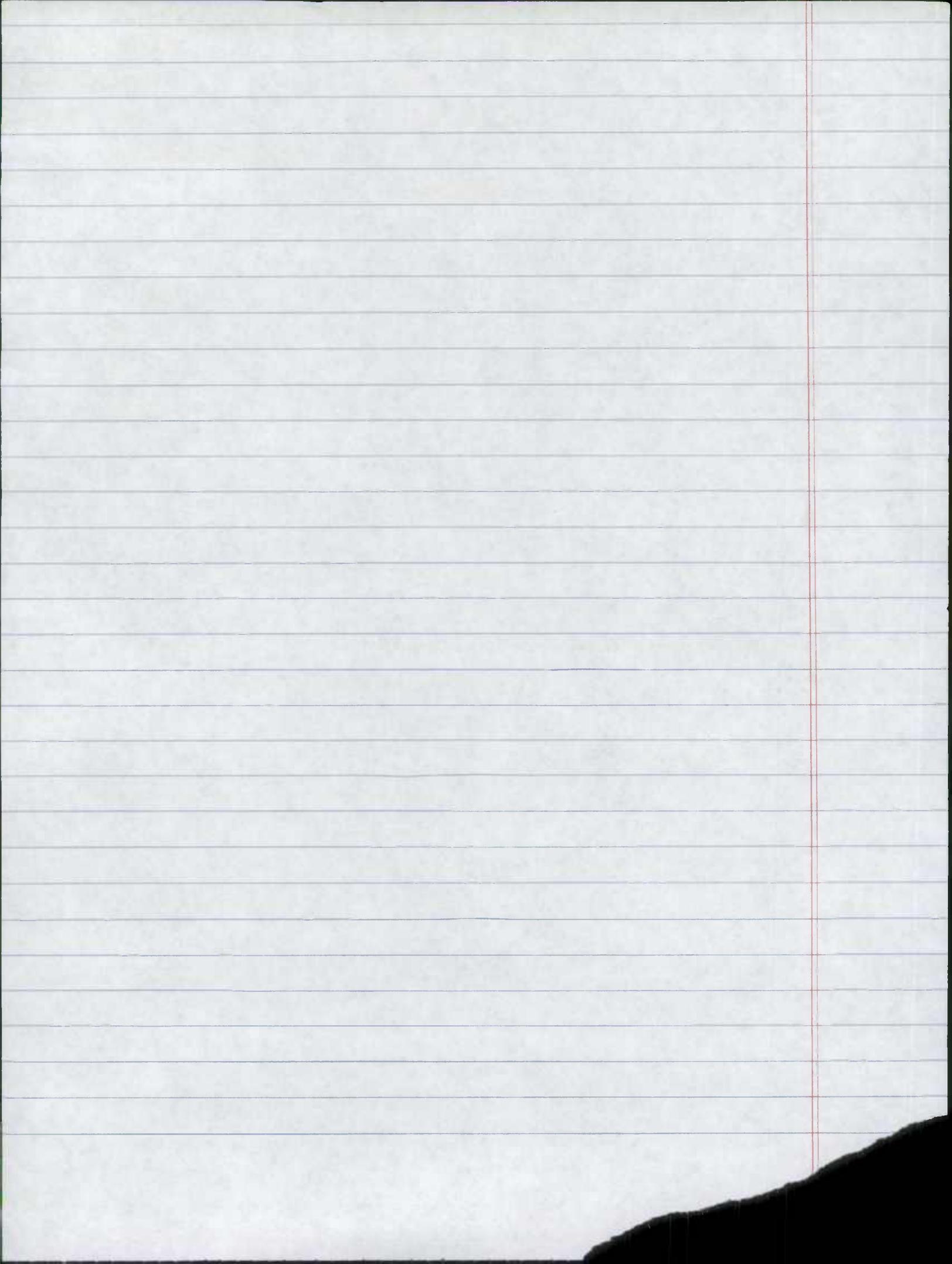
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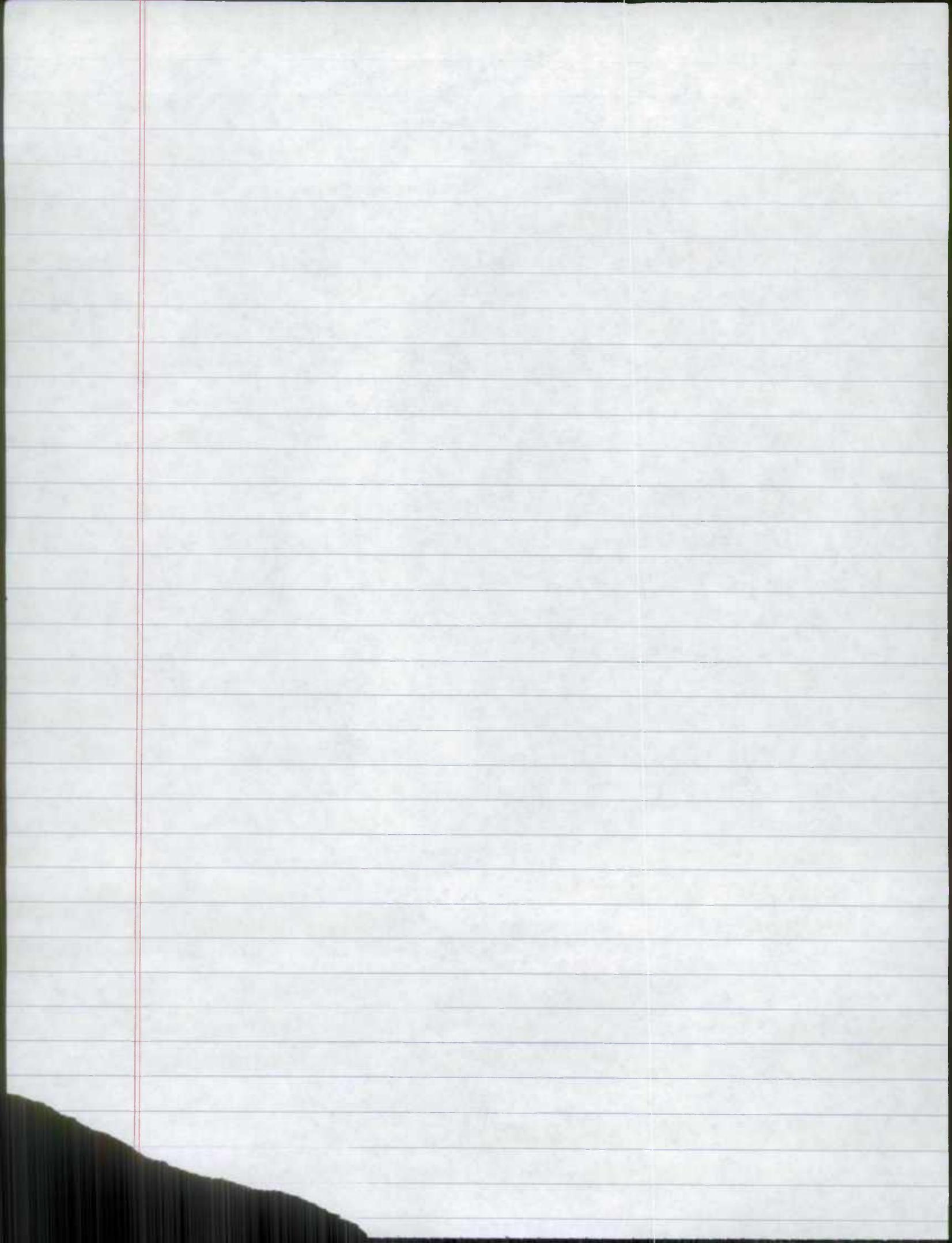


Check these -

Relocated? New? - make OP  
reconstructed? Keep Co. #







*Maintenance*

Potential Road Transfers  
resulting from US 48

Priority 1 - Former county roads which were improved on same location, or subjected to major relocations.

Jeffries Road (Co. 472) from 0.15<sub>±</sub> miles south of US 48 to 0.16<sub>±</sub> miles north of US 48, a total distance of 0.31<sub>±</sub> miles, as shown on plan sheets 60, 61 and 64.

Johnson Road (Co. 457) from Frontage Road 'A' northerly to end of construction, a total distance of 0.18<sub>±</sub> miles, shown on plan sheets 40 & 58 as Rocky Gap Road.

Pleasant Valley Road (Co. 481) from Johnson Road east to end of construction, a total distance of 0.16<sub>±</sub> miles, shown on plan sheet 58. Actual field work exceeded that indicated on plan.

Breakneck Road (Co. 498) from Frontage Road 'A' south to end of construction, a total distance of 0.10<sub>±</sub> miles, as shown on plan sheet 67.

Street Road (Co. 502) from US 40 north to end of construction, a total distance of 0.30<sub>±</sub> miles, as shown on plan sheets 100 & 101.

Hardsock Road relocated (Co. 503) from Frontage Road 'B' north to end of construction, a total distance of 0.22<sub>±</sub> miles, as shown on plan sheets 104 & 105.

Chaney's Road (Co. 504) from Black Valley Road (Co. 704) south to MD 144AC at Flinstone, a total distance of 0.31<sub>±</sub> miles; as shown on plan sheets 47 & 65. Includes former US 40AE, no longer connecting to US 40/48.

Chaneysville Road (Co. 507) from US 40 Scenic north to end of construction, a total distance of 0.09<sub>±</sub> miles, as shown on plan sheet 51.

Old Cumberland Road relocated (Co. 558) from US 40 Scenic north to end of construction, a total distance of 0.45<sub>±</sub> miles, as shown on plan sheets 61 & 67.

Old Cumberland Road connection, from relocated Old Cumberland Road to end of construction, a total distance of 0.02<sub>±</sub> miles, as shown on plan sheet 67.

Davis Road (Co. 566) from US 40 Scenic north to end of construction, a total distance of 0.03<sub>±</sub> miles, as shown on plan sheet 23.

Big Ridge Road (Co. 565) from Fifteen Mile Creek Road (US 40 Scenic) west to end of construction, a total distance of 0.13<sub>±</sub> miles, as shown on plan sheets 25 & 34.

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M.V. Smith Road (Co. 570 and 574) from 0.22<sub>+</sub> miles south of US 48 to 0.27<sub>-</sub> miles north of US 48, a total distance of 0.49<sub>-</sub> miles, as shown on plan sheets 31, 36, 37.

M.V. Smith Road (formerly Co. 570) from M.V. Smith Road northeasterly to road end, a total distance of 0.11<sub>+</sub> miles, as shown on plan sheets 32 & 37.

MD 948Q (Golden Road, formerly Co. 592) from MD 948R to Golden Road (Co. 822) ahead, a total distance of 0.03<sub>+</sub> miles.

MD 948R (Golden Road, formerly Co. 592) from Mann Road (MD 948T) to Co. 592 ahead, a total distance of 0.10<sub>+</sub> miles.

MD 948S (Mann Road, formerly Co. 823) from Mann Road (MD 948T) to end of construction, a total distance of 0.04<sub>+</sub> miles.

MD 948T (Mann Road, formerly Co. 750) from US 40 Scenic northerly to end of state maintenance, a total distance of 0.35<sub>+</sub> miles.

MD 948U (Watson Road, formerly Co. 591) from US 40 Scenic westerly to end of state maintenance, a total distance of 0.24<sub>+</sub> miles.

MD 948V (Price Road, formerly Co. 596) from US 40 Scenic southerly to end of state maintenance, a total distance of 0.08<sub>+</sub> miles.

MD 948W (unnamed) from MD 948V (Price Road) east to private road, a total distance of 0.06<sub>+</sub> miles.

MD 948X (Divide Ridge Road, formerly Co. 599) from US 40 Scenic south to end of state maintenance, a total distance of 0.12<sub>+</sub> miles.

MD 906 (Swain Road, formerly Co. 751) from US 40 Scenic south to end of state maintenance, a total distance of 0.07<sub>+</sub> miles.

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Priority 2 - New facilities which replace former county roads and were required to maintain access to multiple properties

Frontage Road 'B' from Street Road east to Upper Flintstone Creek Road (Co. 505), a total distance of 0.95<sub>+</sub> miles, as shown on plan sheets 100, 104, 109, 113, 115.

North Service Drive, from Frontage Road 'B' east to road end, a total distance of 0.40<sub>+</sub> miles, as shown on plan sheets 40 & 41.

Chaneysville Road connection (OP 310) from Chaney Road (Co. 504, shown as Dolly Road on the plans) westerly to end of construction, a total distance of 0.61<sub>+</sub> miles, as shown on plan sheets 44, 64, 65.

Priority 3 - State roads (either new or old) which serve purely local function and should be under County jurisdiction

former US 220 from ramp 'C' southerly to Mason Road, a total distance of 0.09<sub>+</sub> miles, as shown on plan sheets 38 & 42.

MD 144AA from road end west of Street Road easterly to US 48, a total distance of 0.65<sub>+</sub> miles.

MD 144AE from Town Creek Road (Co. 742) easterly to US 40 Scenic, a total distance of 2.56<sub>+</sub> miles, shown in part on plan sheets 49, 50, 51, 52, 57, 58.

Priority 4 - Roads to remain under State jurisdiction (?)

Service Road, from station 16+00 east to station 23+00, a total distance of 0.15<sub>+</sub> miles, as shown on plan sheet 85.

Polish Mountain Access Road from US 40 Scenic north to end of construction, a total distance of 0.12<sub>+</sub> miles, as shown on plan sheet 56.

Forest Court (service road to Rangers HDQ) from M.V. Smith Road west to cul-de-sac, a total distance of 0.23<sub>+</sub> miles, as shown on plan sheets 37, 73, 74.

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Maintenance

Potential Road Transfers  
resulting from US 48

Priority 1 - Former county roads which were improved on same location, or subjected to major relocations.

Jeffries Road (Co. 472) from 0.15<sub>+</sub> miles south of US 48 to 0.16<sub>+</sub> miles north of US 48, a total distance of 0.31<sub>+</sub> miles, as shown on plan sheets 60, 61 and 64.

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Old Cumberland Road relocated (Co. 558) from US 40 Scenic north to end of construction, a total distance of 0.45<sub>+</sub> miles, as shown on plan sheets 61 & 67.

Old Cumberland Road connection, from relocated Old Cumberland Road to end of construction, a total distance of 0.02<sub>+</sub> miles, as shown on plan sheet 67.

Davis Road (Co. 566) from US 40 Scenic north to end of construction, a total distance of 0.03<sub>+</sub> miles, as shown on plan sheet 23.

Big Ridge Road (Co. 565) from Fifteen Mile Creek Road (US 40 Scenic) west to end of construction, a total distance of 0.13<sub>+</sub> miles, as shown on plan sheets 25 & 34.

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M.V. Smith Road (Co. 570 and 574) from 0.22+ miles south of US 48 to 0.27- miles north of US 48, a total distance of 0.49- miles, as shown on plan sheets 31, 36, 37.

M.V. Smith Road (formerly Co. 570) from M.V. Smith Road northeasterly to road end, a total distance of 0.11+ miles, as shown on plan sheets 32 & 37.

MD 948Q (Golden Road, formerly Co. 592) from MD 948R to Golden Road (Co. 822) ahead, a total distance of 0.03+ miles.

MD 948R (Golden Road, formerly Co. 592) from Mann Road (MD 948T) to Co. 592 ahead, a total distance of 0.10+ miles.

MD 948S (Mann Road, formerly Co. 823) from Mann Road (MD 948T) to end of construction, a total distance of 0.04+ miles.

MD 948T (Mann Road, formerly Co. 750) from US 40 Scenic northerly to end of state maintenance, a total distance of 0.35+ miles.

MD 948U (Watson Road, formerly Co. 591) from US 40 Scenic westerly to end of state maintenance, a total distance of 0.24+ miles.

MD 948V (Price Road, formerly Co. 596) from US 40 Scenic southerly to end of state maintenance, a total distance of 0.08+ miles.

MD 948W (unnamed) from MD 948V (Price Road) east to private road, a total distance of 0.06+ miles.

MD 948X (Divide Ridge Road, formerly Co. 599) from US 40 Scenic south to end of state maintenance, a total distance of 0.12+ miles.

MD 906 (Swain Road, formerly Co. 751) from US 40 Scenic south to end of state maintenance, a total distance of 0.07+ miles.

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CONFIDENTIAL  
Not for release outside SHAF

Priority 2 - New facilities which replace former county roads and were required to maintain access to multiple properties

Frontage Road 'B' from Street Road east to Upper Flintstone Creek Road (Co. 505), a total distance of 0.95<sub>±</sub> miles, as shown on plan sheets 100, 104, 109, 113, 115.

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MD 144AE from Town Creek Road (Co. 742) easterly to US 40 Scenic, a total distance of 2.56<sub>+</sub> miles, shown in part on plan sheets 49, 50, 51, 52, 57, 58.

Priority 4 - Roads to remain under State jurisdiction (?)

Service Road, from station 16+00 east to station 23+00, a total distance of 0.15<sub>+</sub> miles, as shown on plan sheet 85.

Polish Mountain Access Road from US 40 Scenic north to end of construction, a total distance of 0.12<sub>+</sub> miles, as shown on plan sheet 56.

Forest Court (service road to Rangers HDQ) from M.V. Smith Road west to cul-de-sac, a total distance of 0.23<sub>+</sub> miles, as shown on plan sheets 37, 73, 74.

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Potential Road Transfers  
resulting from US 48

Priority 1 - Former county roads which were improved on same location, or subjected to major relocations.

Jeffries Road (Co. 472) from 0.15<sub>±</sub> miles south of US 48 to 0.16<sub>±</sub> miles north of US 48, a total distance of 0.31<sub>±</sub> miles, as shown on plan sheets 60, 61 and 64.

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Chaney'sville Road (Co. 507) from US 40 Scenic north to end of construction, a total distance of 0.09<sub>±</sub> miles, as shown on plan sheet 51.

Old Cumberland Road relocated (Co. 558) from US 40 Scenic north to end of construction, a total distance of 0.45<sub>±</sub> miles, as shown on plan sheets 61 & 67.

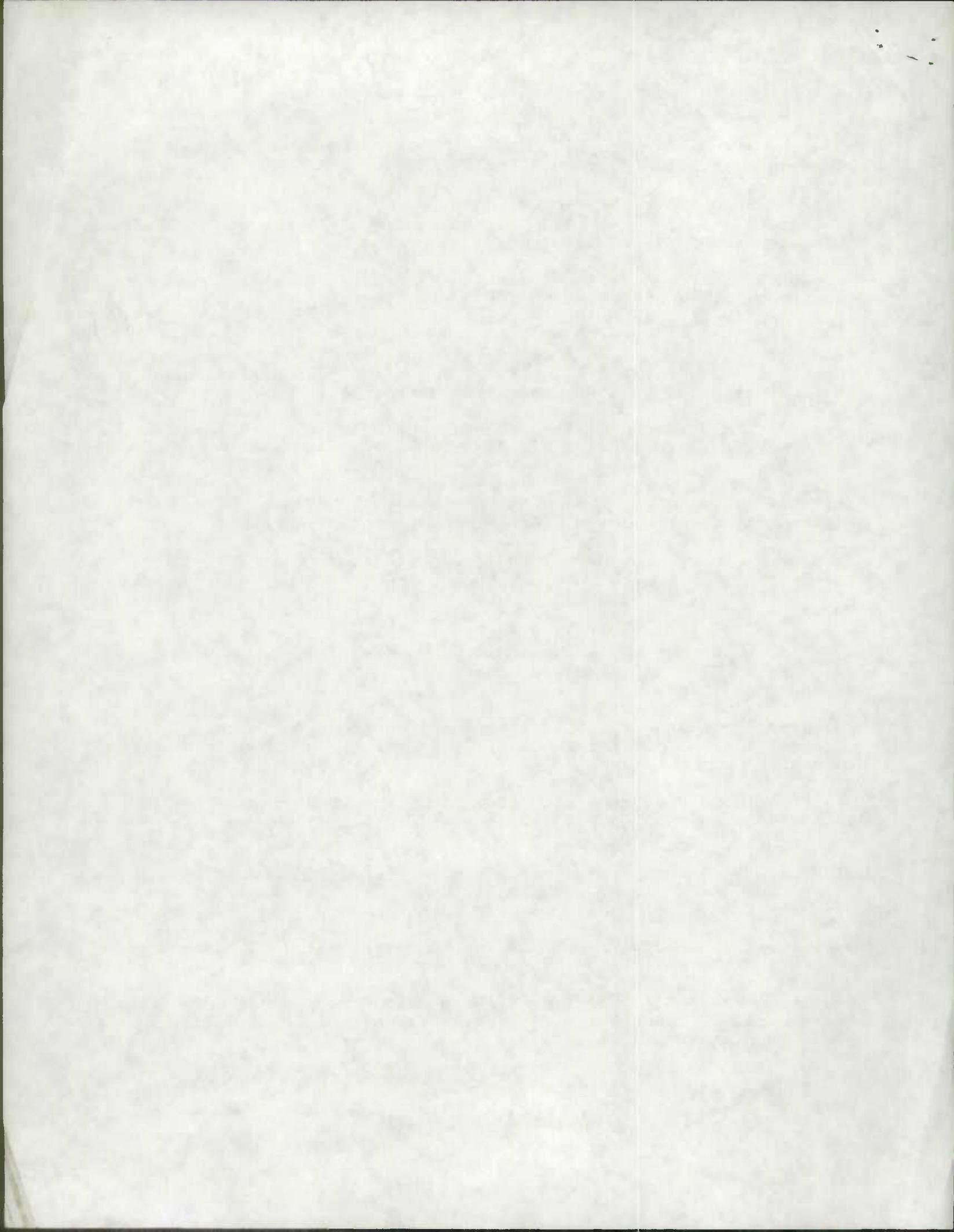
Old Cumberland Road connection, from relocated Old Cumberland Road to end of construction, a total distance of 0.02<sub>±</sub> miles, as shown on plan sheet 67.

Davis Road (Co. 566) from US 40 Scenic north to end of construction, a total distance of 0.03<sub>±</sub> miles, as shown on plan sheet 23.

Big Ridge Road (Co. 565) from Fifteen Mile Creek Road (US 40 Scenic) west to end of construction, a total distance of 0.13<sub>±</sub> miles, as shown on plan sheets 25 & 34.

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F/C  
New  
CO #



CONFIDENTIAL  
Not for release outside SHA

M.V. Smith Road (Co. 570 and 574) from 0.22+ miles south of US 48 to 0.27+ miles north of US 48, a total distance of 0.49+ miles, as shown on plan sheets 31, 36, 37.

M.V. Smith Road (formerly Co. 570) from M.V. Smith Road northeasterly to road end, a total distance of 0.11+ miles, as shown on plan sheets 32 & 37.

A/H MD 948Q (Golden Road, formerly Co. 592) from MD 948R to Golden Road (Co. 822) ahead, a total distance of 0.03+ miles.

A/H MD 948R (Golden Road, formerly Co. 592) from Mann Road (MD 948T) to Co. 592 ahead, a total distance of 0.10+ miles.

A/H MD 948S (Mann Road, formerly Co. 823) from Mann Road (MD 948T) to end of construction, a total distance of 0.04+ miles.

A/H MD 948T (Mann Road, formerly Co. 750) from US 40 Scenic northerly to end of state maintenance, a total distance of 0.35+ miles.

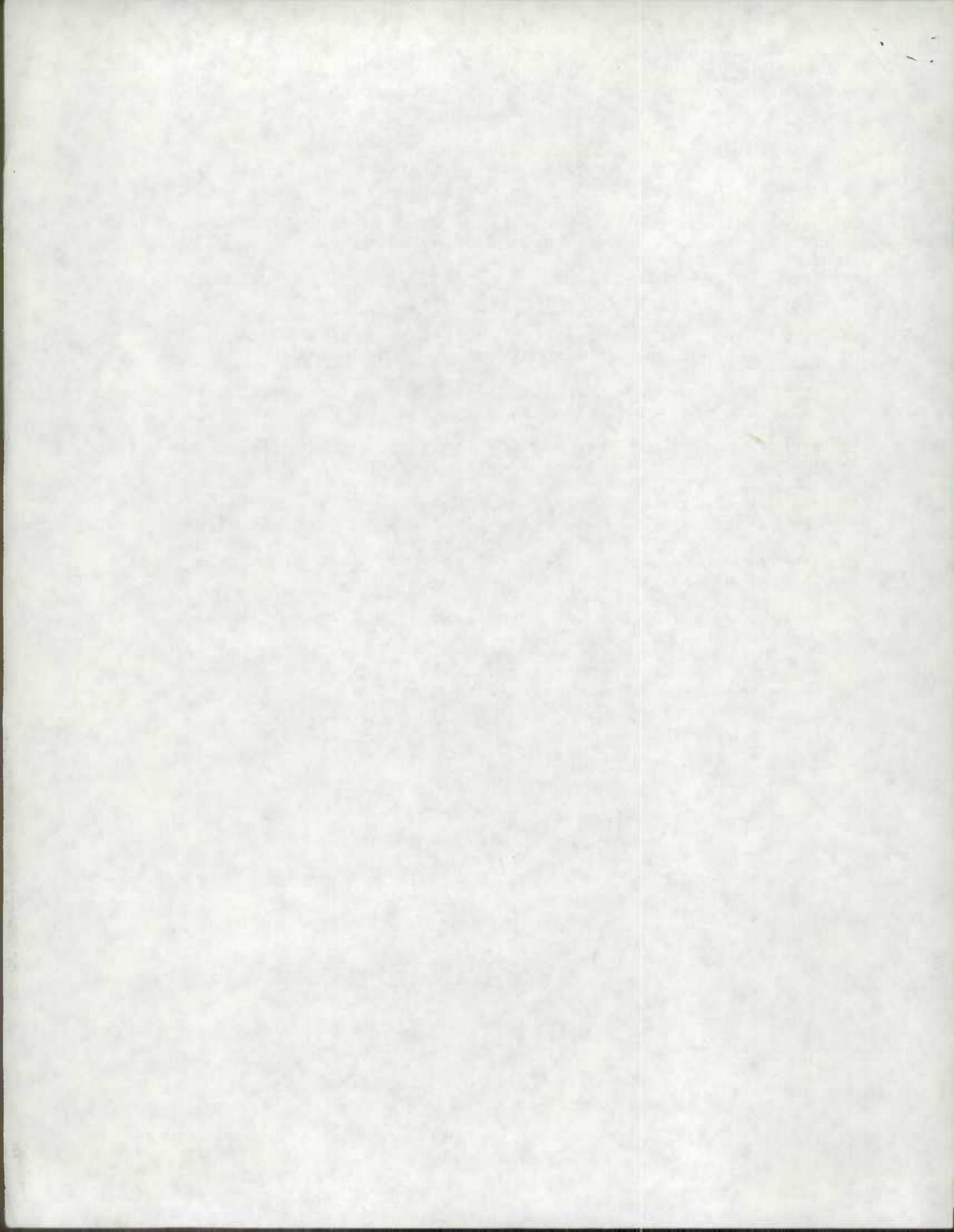
A/H MD 948U (Watson Road, formerly Co. 591) from US 40 Scenic westerly to end of state maintenance, a total distance of 0.24+ miles.

MD 948V (<sup>Trail RD</sup> ~~Price Road~~, formerly Co. 596) from US 40 Scenic southerly to end of state maintenance, a total distance of 0.08+ miles.

MD 948W (<sup>Price RD</sup> ~~unnamed~~) from MD 948V (Price Road) east to private road, a total distance of 0.06+ miles.

MD 948X (<sup>Swain RD</sup> ~~Divide Ridge Road~~, formerly Co. 599) from US 40 Scenic south to end of state maintenance, a total distance of 0.12+ miles.

MD 906 (<sup>Divide Ridge RD</sup> ~~Swain Road~~, formerly Co. 751) from US 40 Scenic south to end of state maintenance, a total distance of 0.07+ miles.



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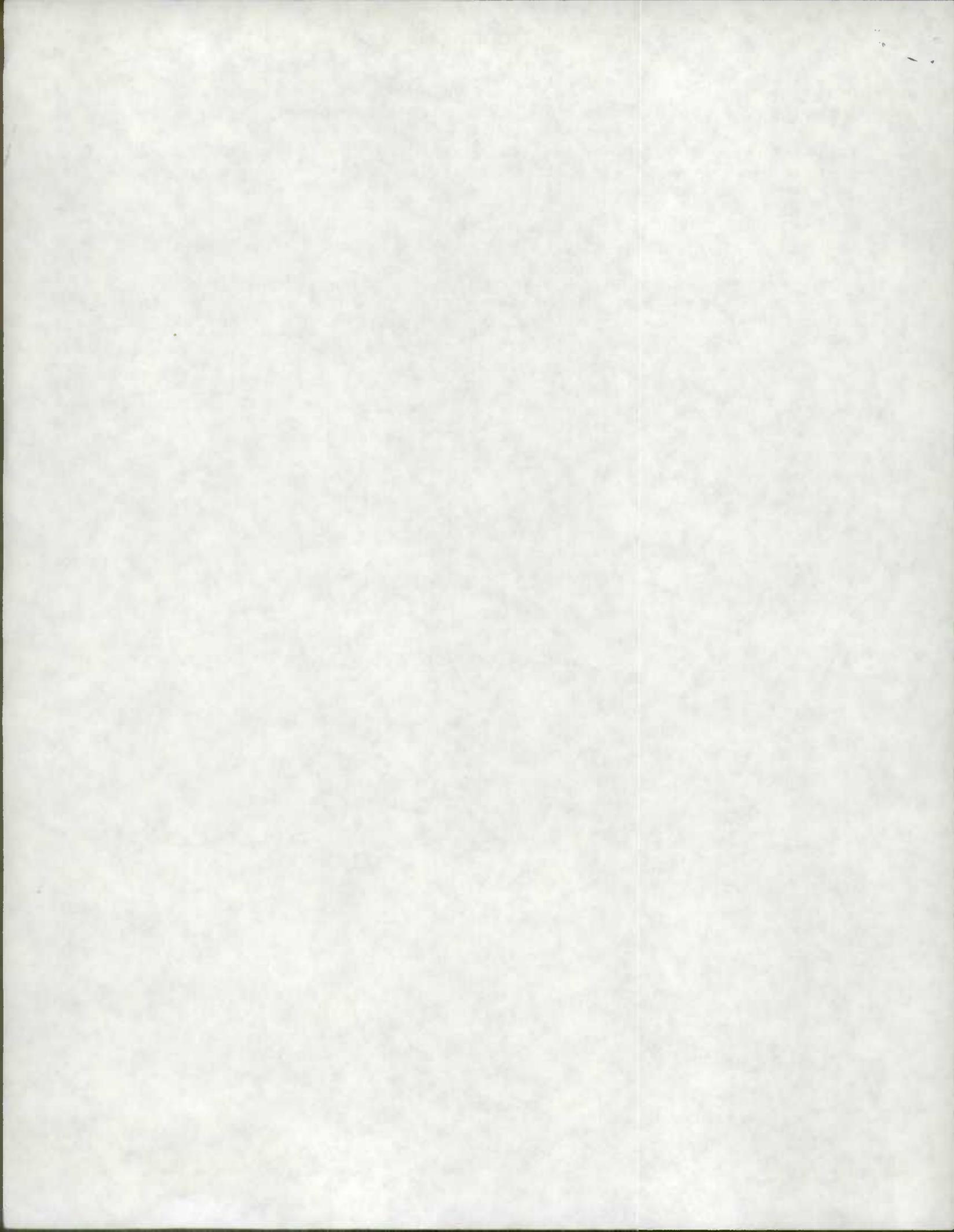
Priority 2 - New facilities which replace former county roads and were required to maintain access to multiple properties

Frontage Road 'B' from Street Road east to Upper Flintstone Creek Road (Co. 505), a total distance of 0.95+ miles, as shown on plan sheets 100, 104, 109, 113, 115.

assign  
new  
Co. #2

North Service Drive, from Frontage Road 'B' east to road end, a total distance of 0.40+ miles, as shown on plan sheets 40 & 41.

Chaneyville Road connection (OP 310) from Chaney Road (Co. 504, shown as Dolly Road on the plans) westerly to end of construction, a total distance of 0.61+ miles, as shown on plan sheets 44, 64, 65.



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MD 144AA from road end west of Street Road easterly to US 48, a total distance of 0.65+ miles. MD 948M ✓

MD 144AE from Town Creek Road (Co. 742) easterly to US 40 Scenic, a total distance of 2.56+ miles, shown in part on plan sheets 49, 50, 51, 52, 57, 58. MD 948N ✓

Priority 4 - Roads to remain under State jurisdiction (?)

Service Road, from station 16+00 east to station 23+00, a total distance of 0.15+ miles, as shown on plan sheet 85. MD 948C ✓ (30)

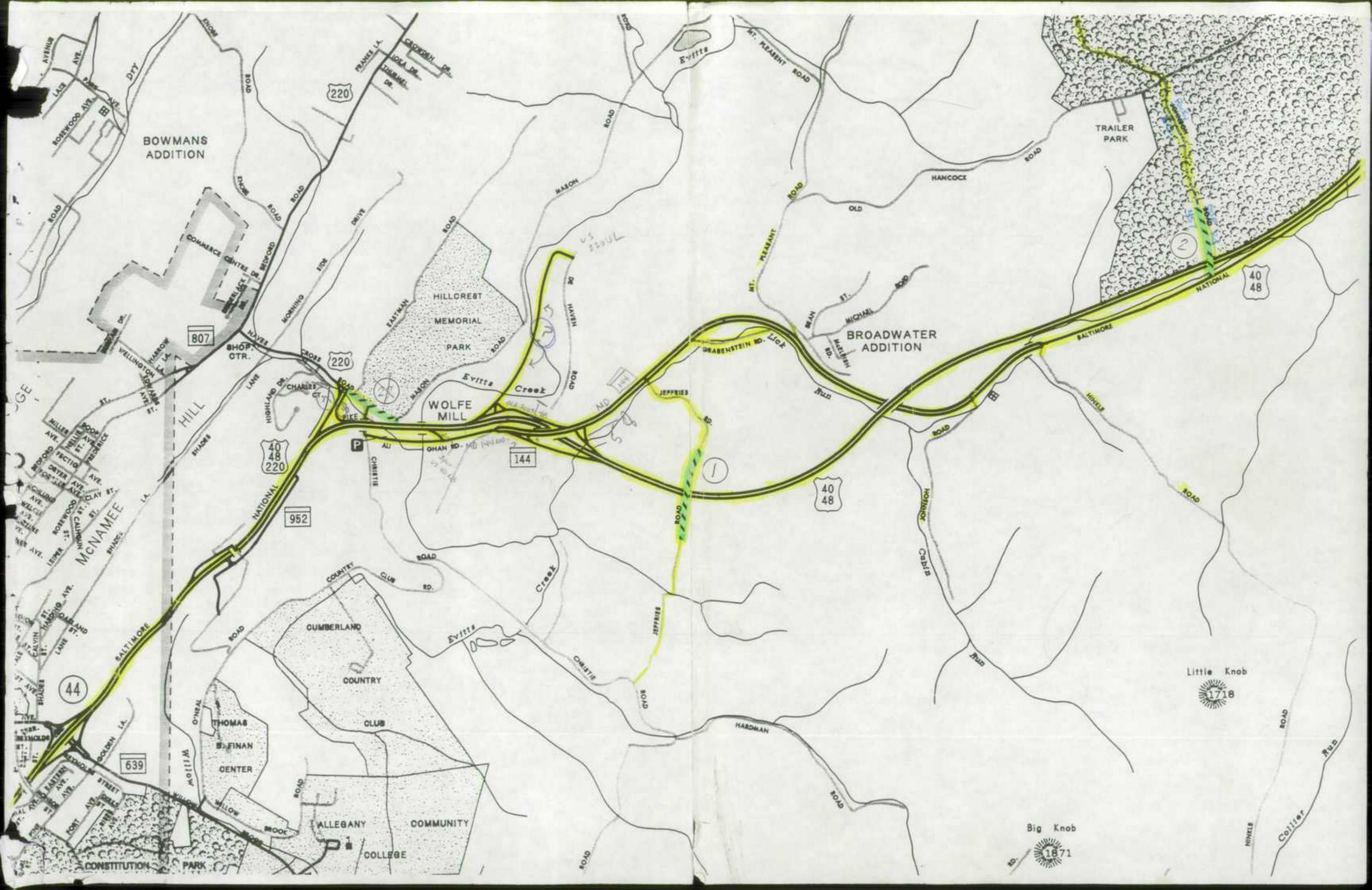
Polish Mountain Access Road from US 40 Scenic north to end of construction, a total distance of 0.12+ miles, as shown on plan sheet 56. MD 948D (31)

Forest Court (service road to Rangers HDQ) from M.V. Smith Road west to cul-de-sac, a total distance of 0.23+ miles, as shown on plan sheets 37, 73, 74.

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anion  
SR#

Steph  
8057



BOWMANS ADDITION

COMMERCE CENTER  
BLACK DE BEYOND

807

220

HILLCREST MEMORIAL PARK

WOLFE MILL

144

BROADWATER ADDITION

TRAILER PARK

2

40 48

40 48 220

952

40 48

44

639

THOMAS FINAN CENTER

CUMBERLAND COUNTRY CLUB

COUNTRY CLUB

CLUB

ALLEGANY COMMUNITY COLLEGE

Little Knob

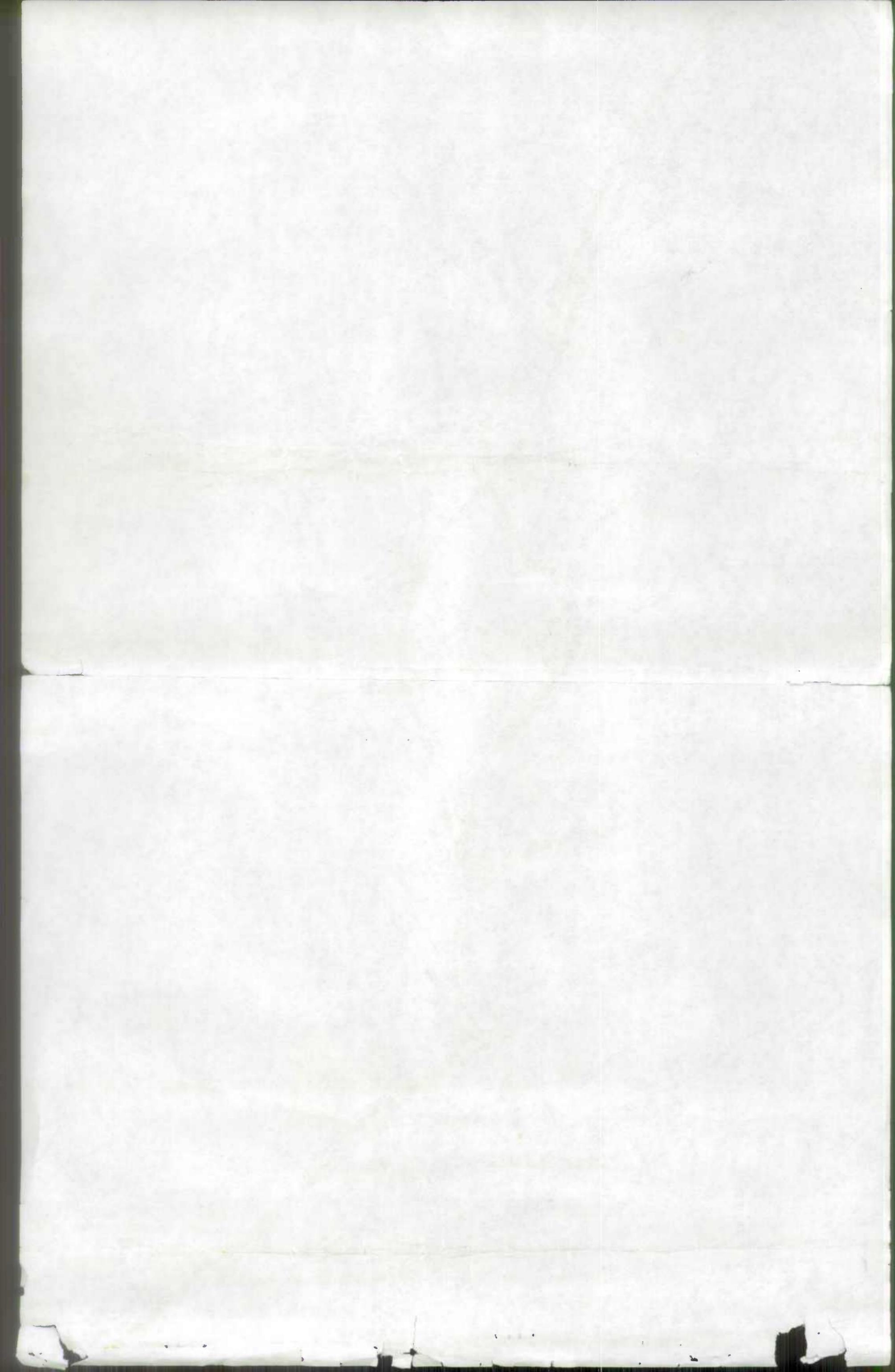
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Big Knob

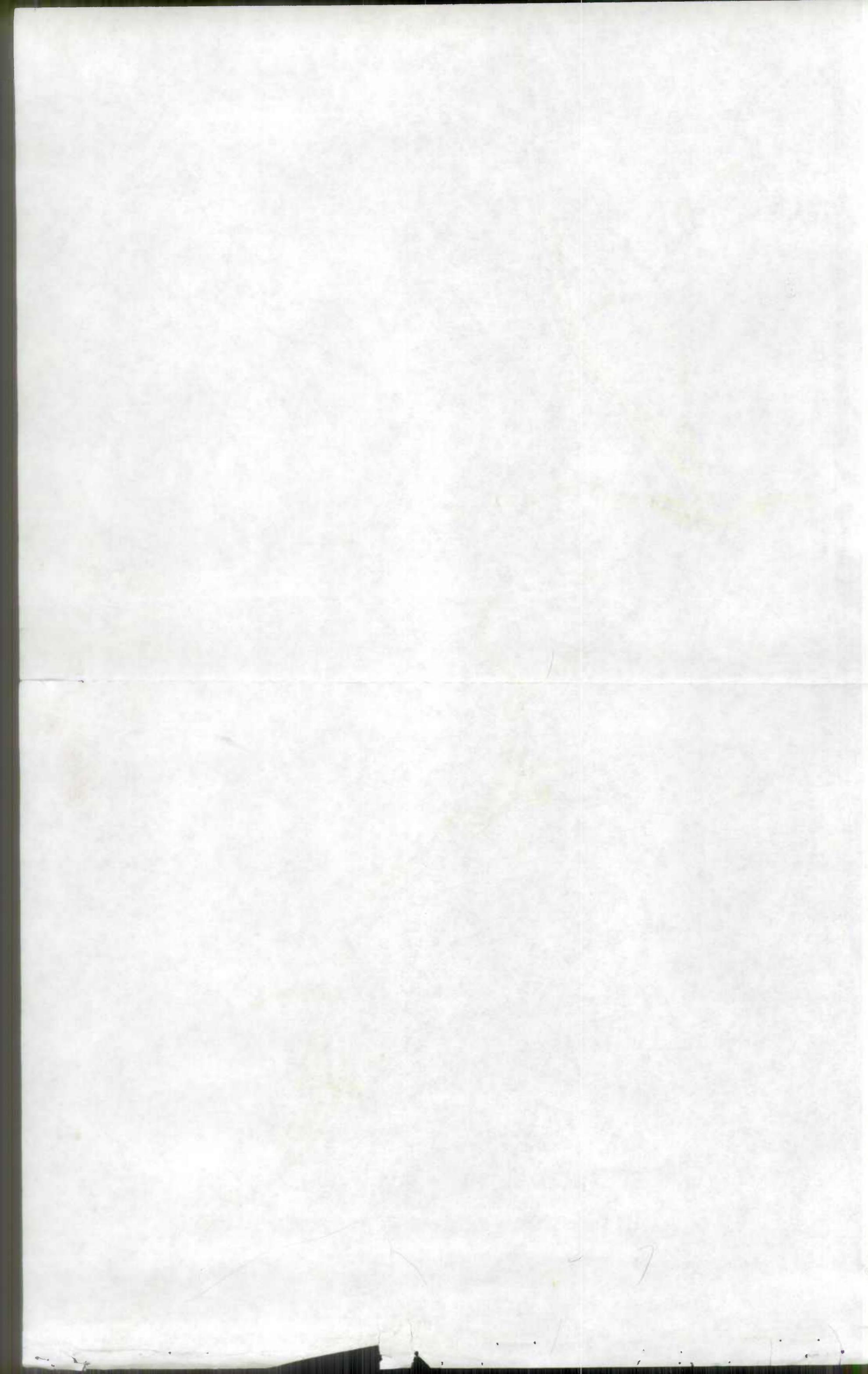
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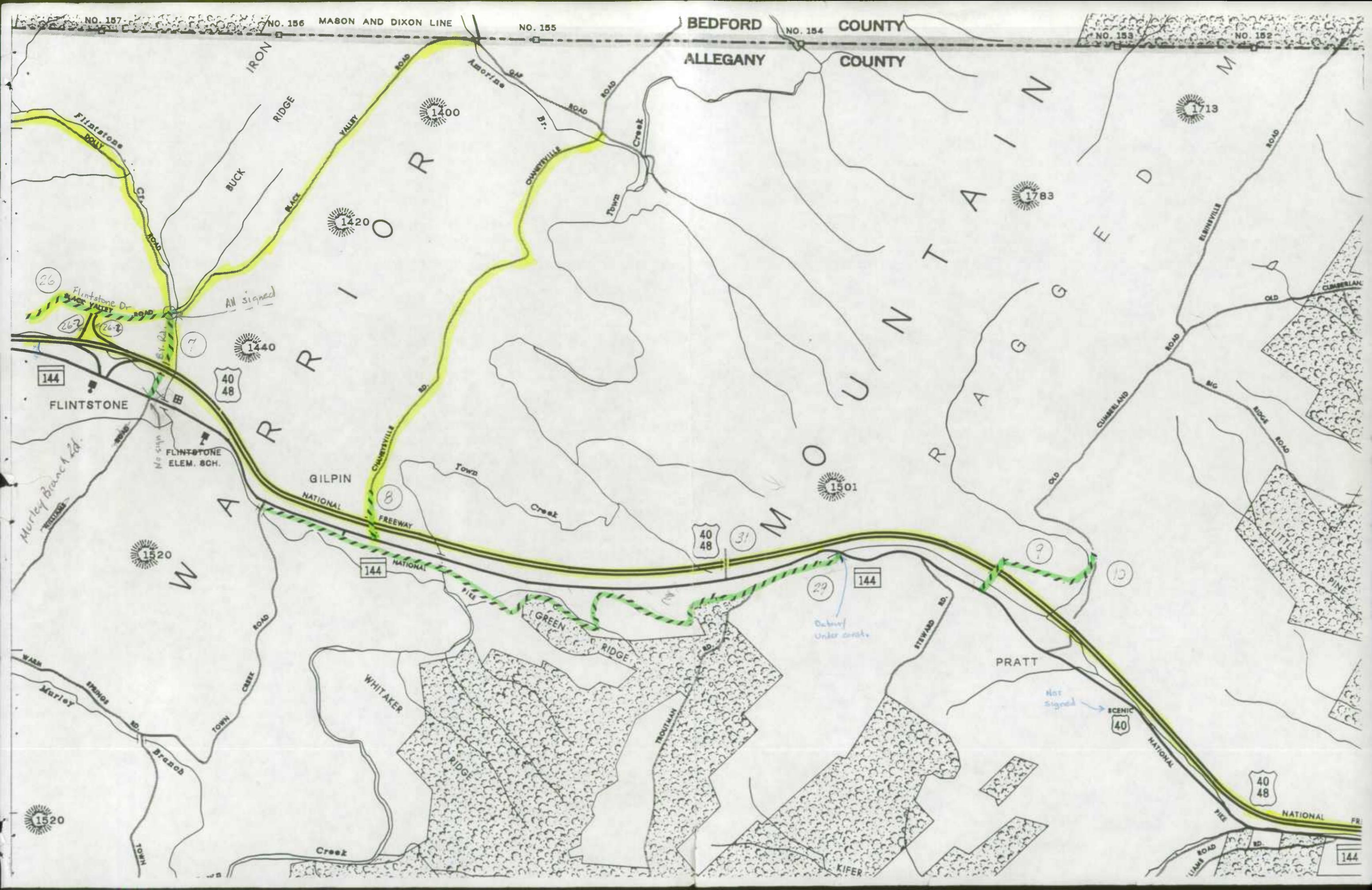
US PAUL

1









NO. 157 NO. 156 MASON AND DIXON LINE NO. 155 NO. 154 NO. 153 NO. 152

BEDFORD COUNTY ALLEGANY COUNTY

MORGANTOWN MOUNTAIN RANGE

FLINTSTONE

GILPIN

PRATT

KIFER

Flintstone Valley Road

Murley Branch Rd.

FLINTSTONE ELEM. SCH.

Murley Springs

GREEN RIDGE

WHITAKER RIDGE

TROUTMAN RIDGE

LITTLE PINE

26

26-2

26-1

1520

1520

1440

1420

1400

1501

1783

1713

144

40 48

40 48

144

40 48

144

All signed

No sign

Detour under const.

Not signed

7

8

31

29

9

10

WARM SPRINGS

TOWN CREEK ROAD

Creek

Town Creek

Town Creek

Town Creek

Town Creek

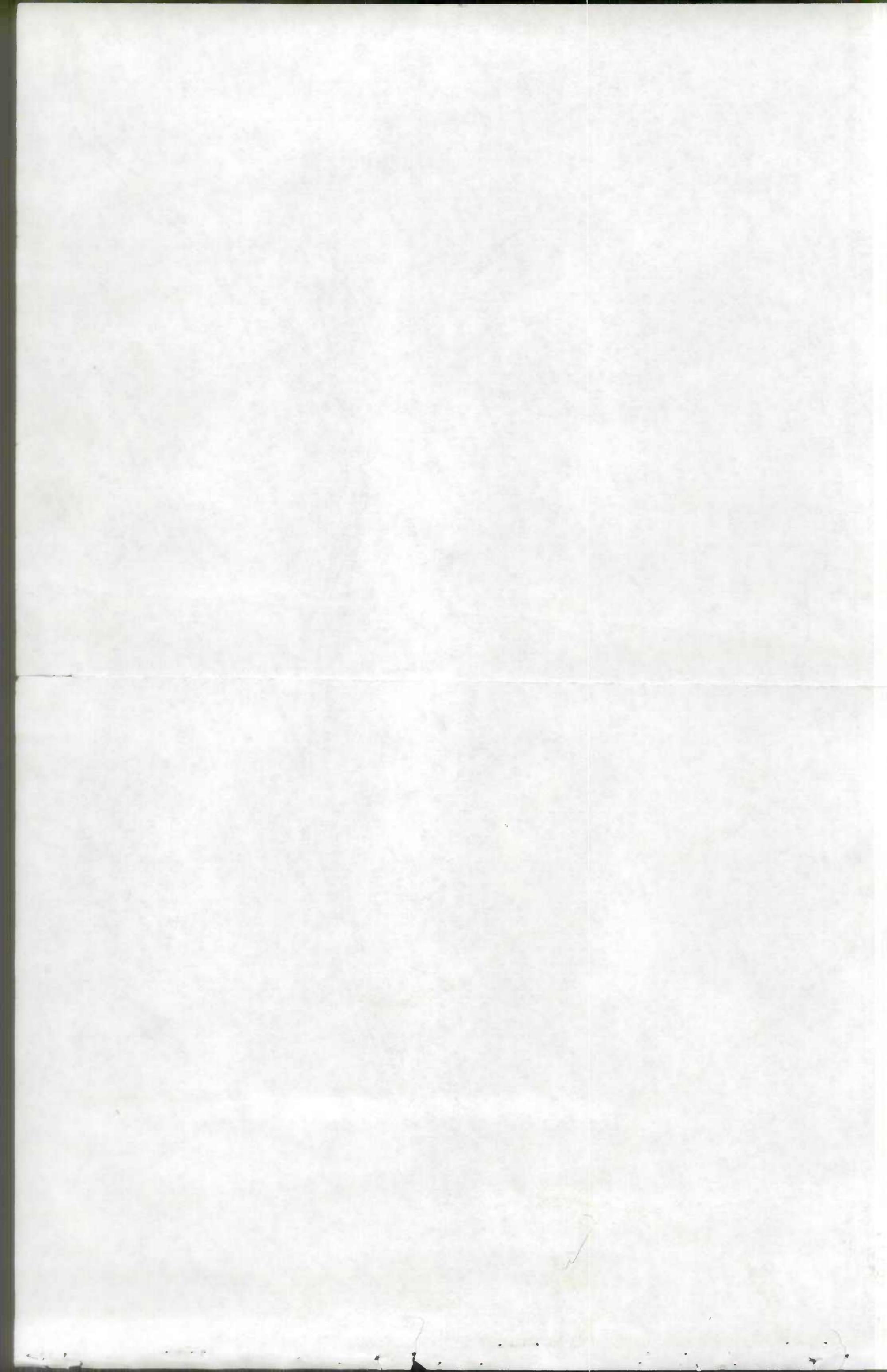
Amorise Gap

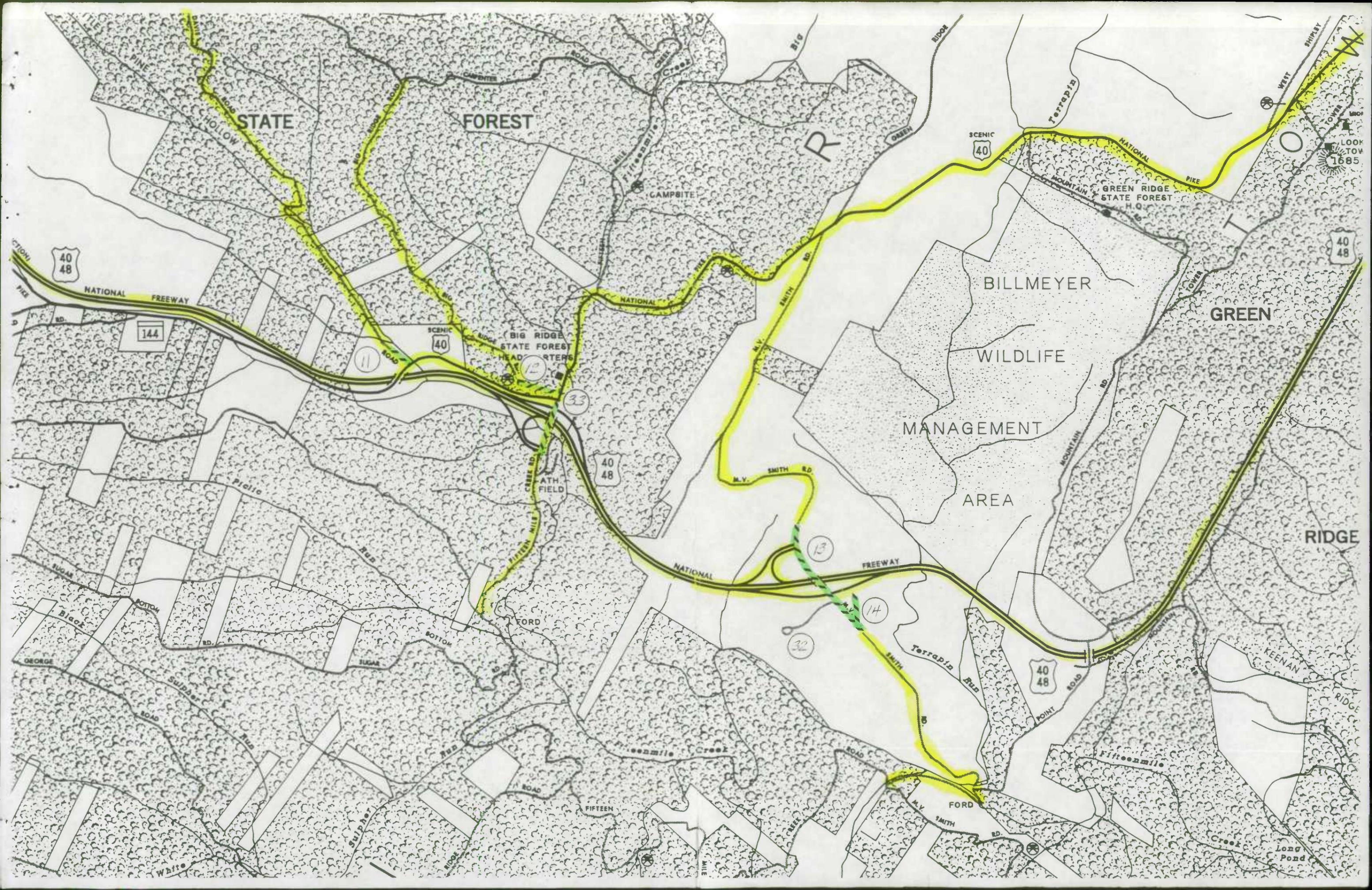
STEWART RD.

STEWART RD.

ELBINSVILLE ROAD

Murley Branch Rd.





STATE

FOREST

R

SCENIC 40

GREEN RIDGE STATE FOREST H.Q.

LOOK TO 1685

40 48

40 48

BILLMEYER

GREEN

WILDLIFE

MANAGEMENT

AREA

RIDGE

40 48

40 48

KEENAN

RIDGE

FORD

FORD

Long Pond

NATIONAL FREEWAY

NATIONAL

FREEWAY

NATIONAL PIKE

NATIONAL FREEWAY

144

SCENIC 40

BIG RIDGE STATE FOREST HEADQUARTERS

40 48

13

14

32

33

11

40 48

144

Black

GEORGE

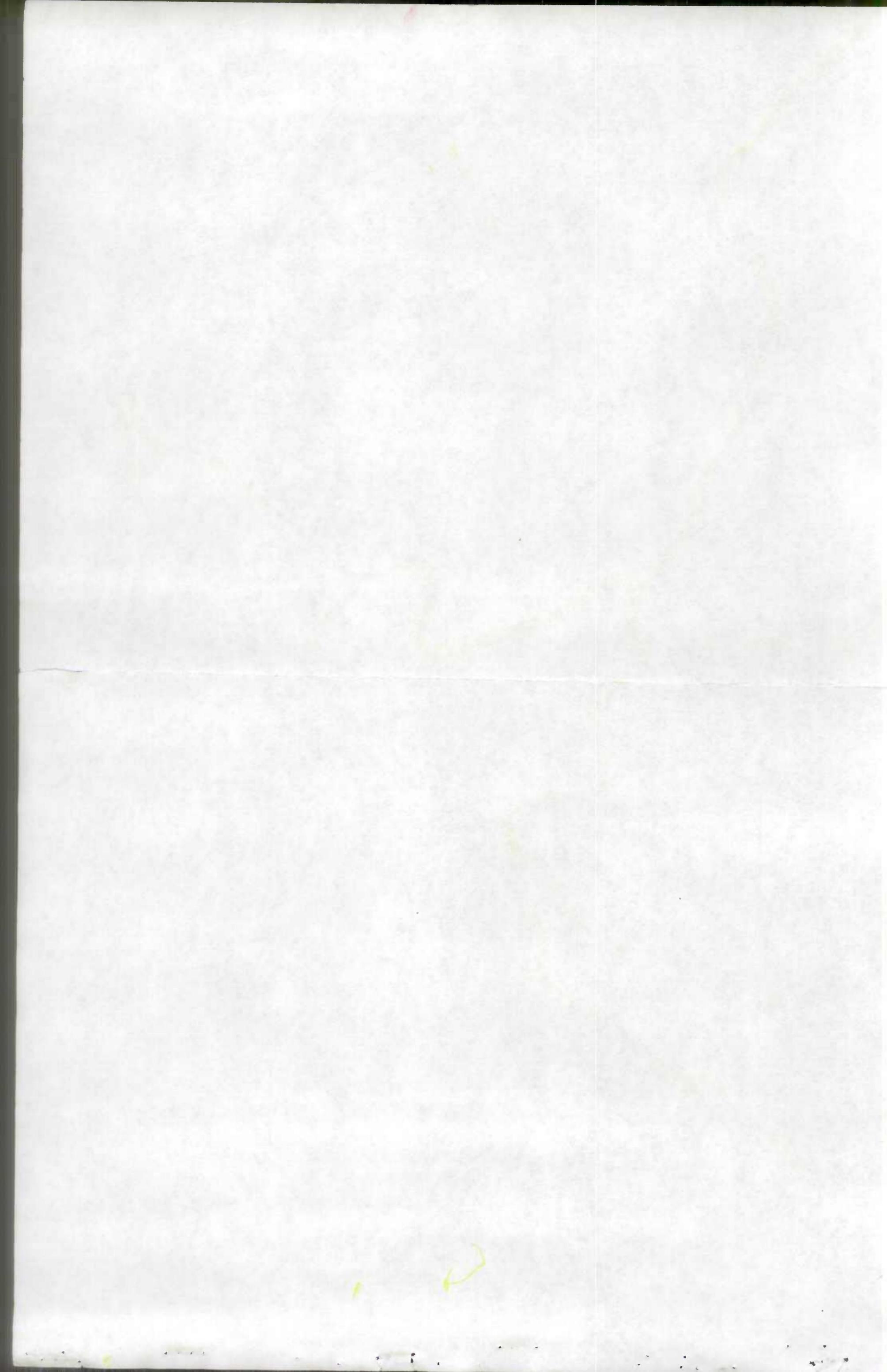
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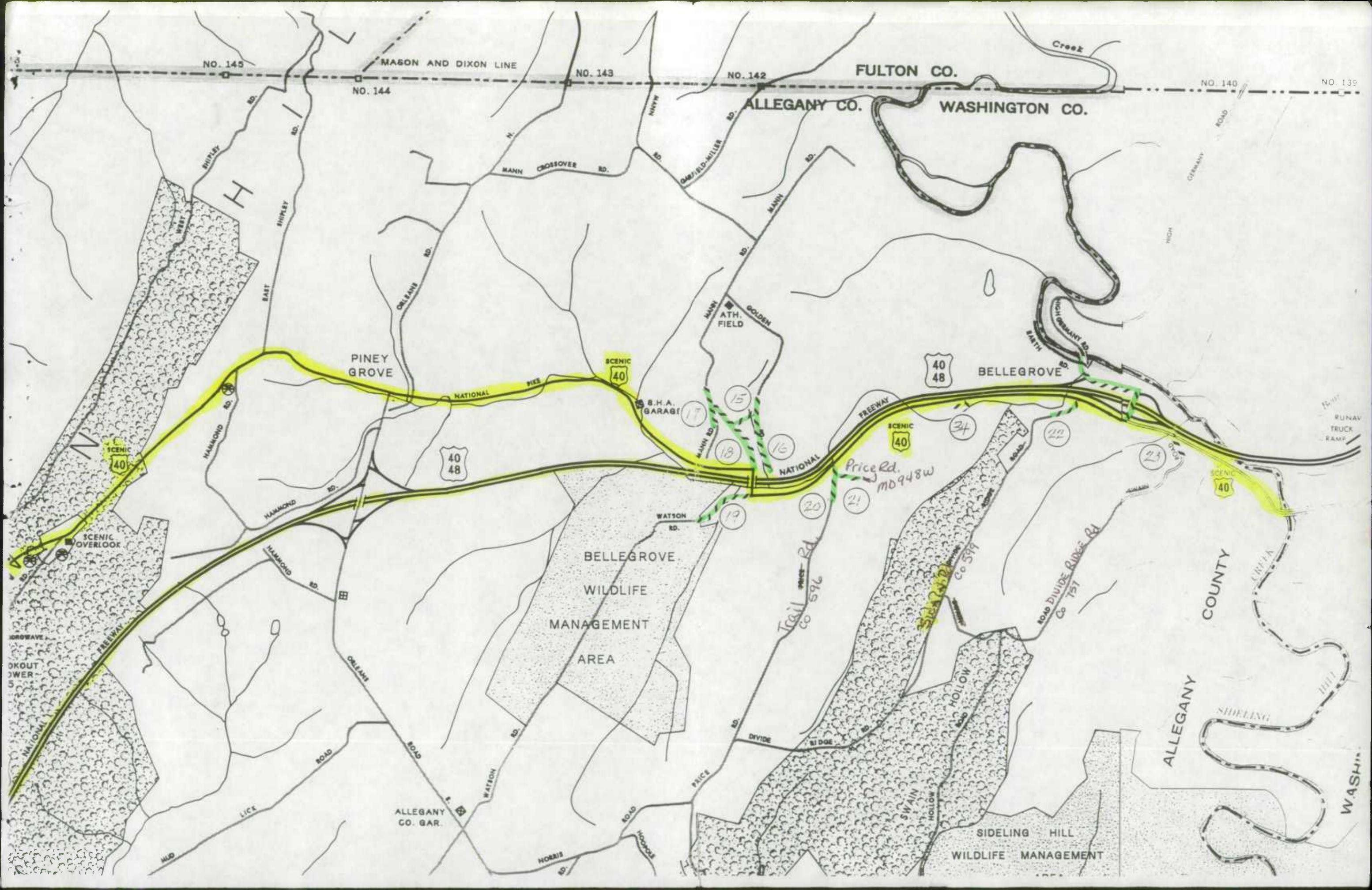
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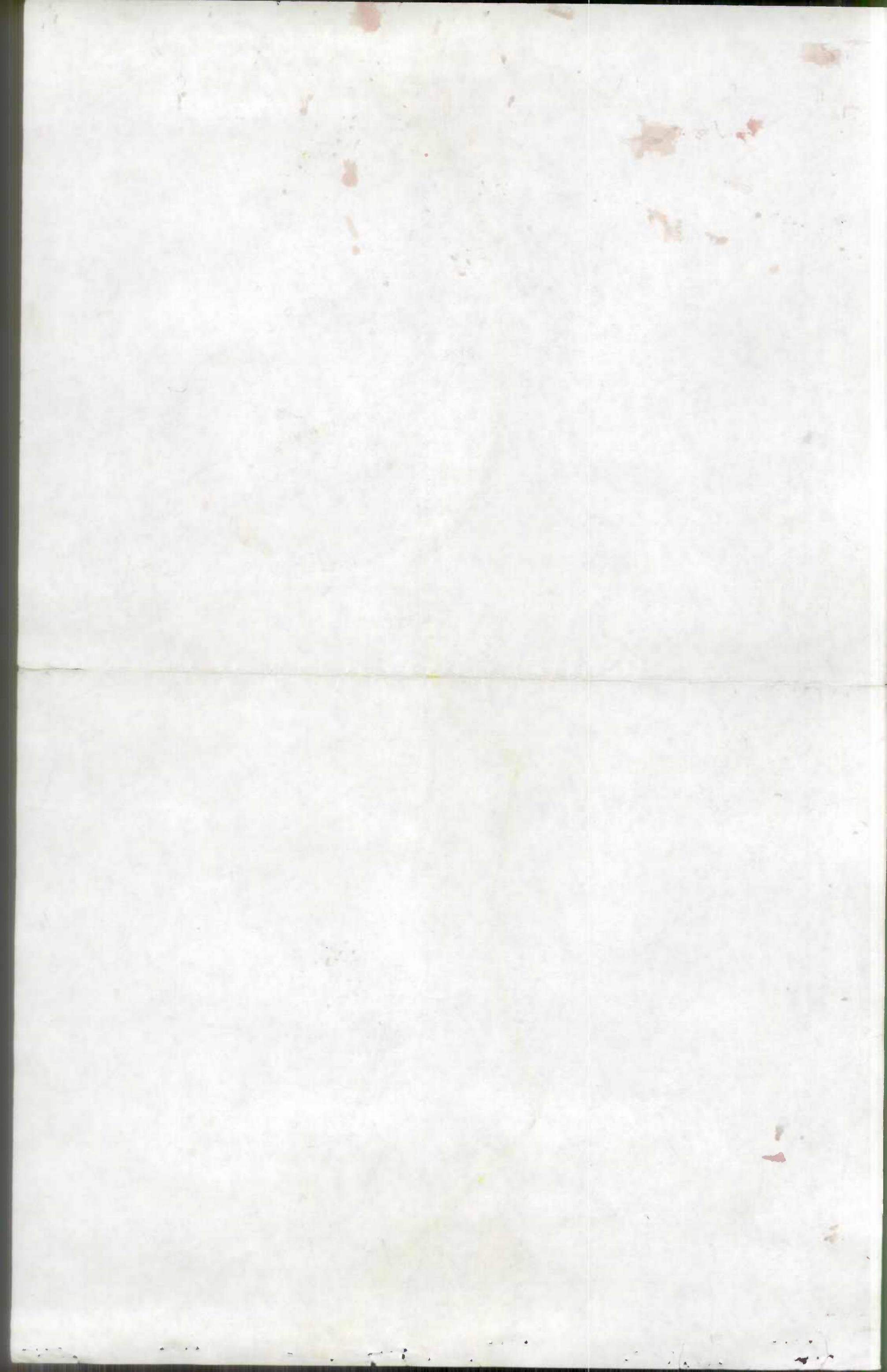
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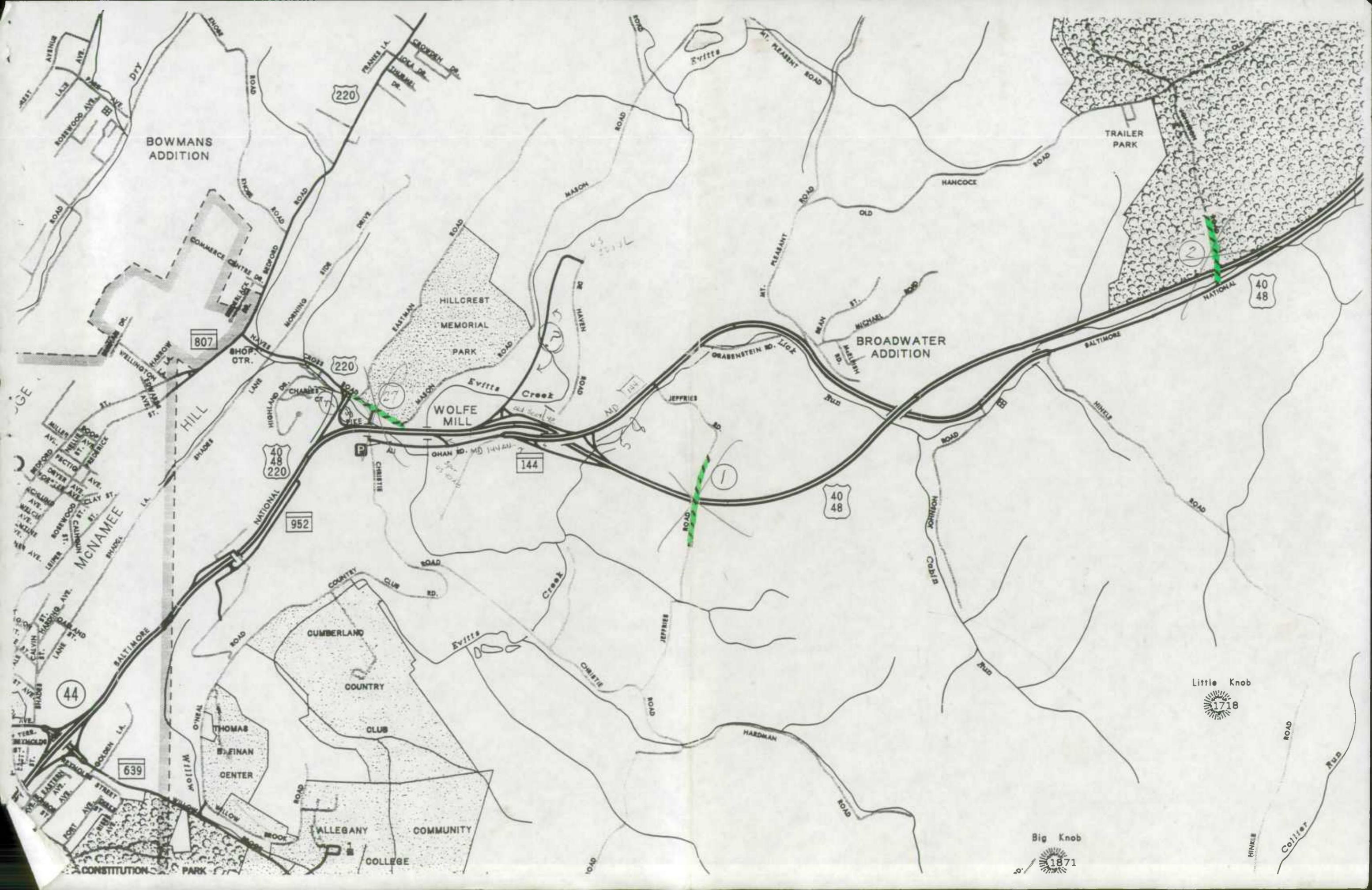
HOLLOW

ROAD









BOWMANS ADDITION

807

220

40 48

40 48 220

952

144

40 48

44

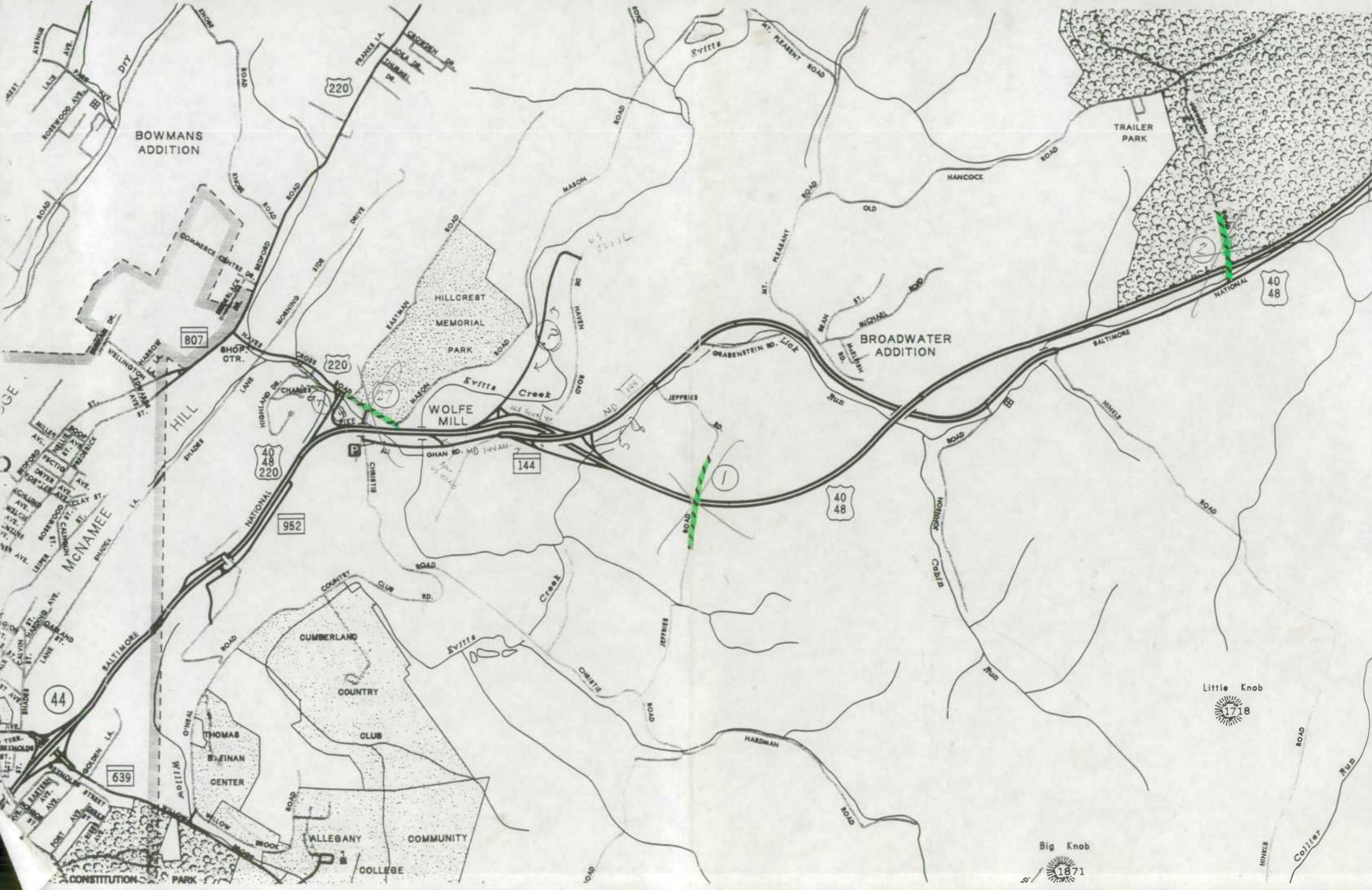
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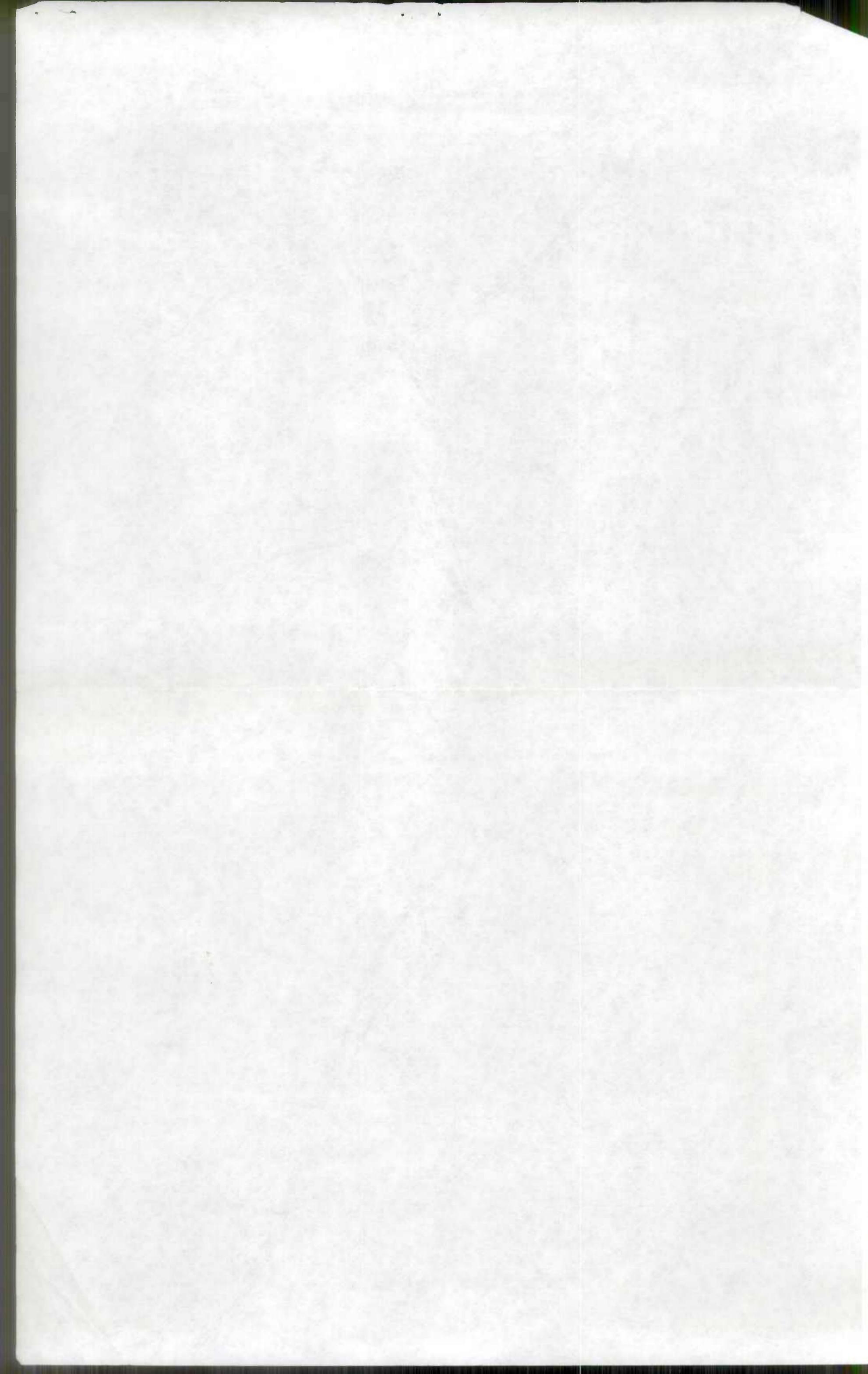
Little Knob

1718

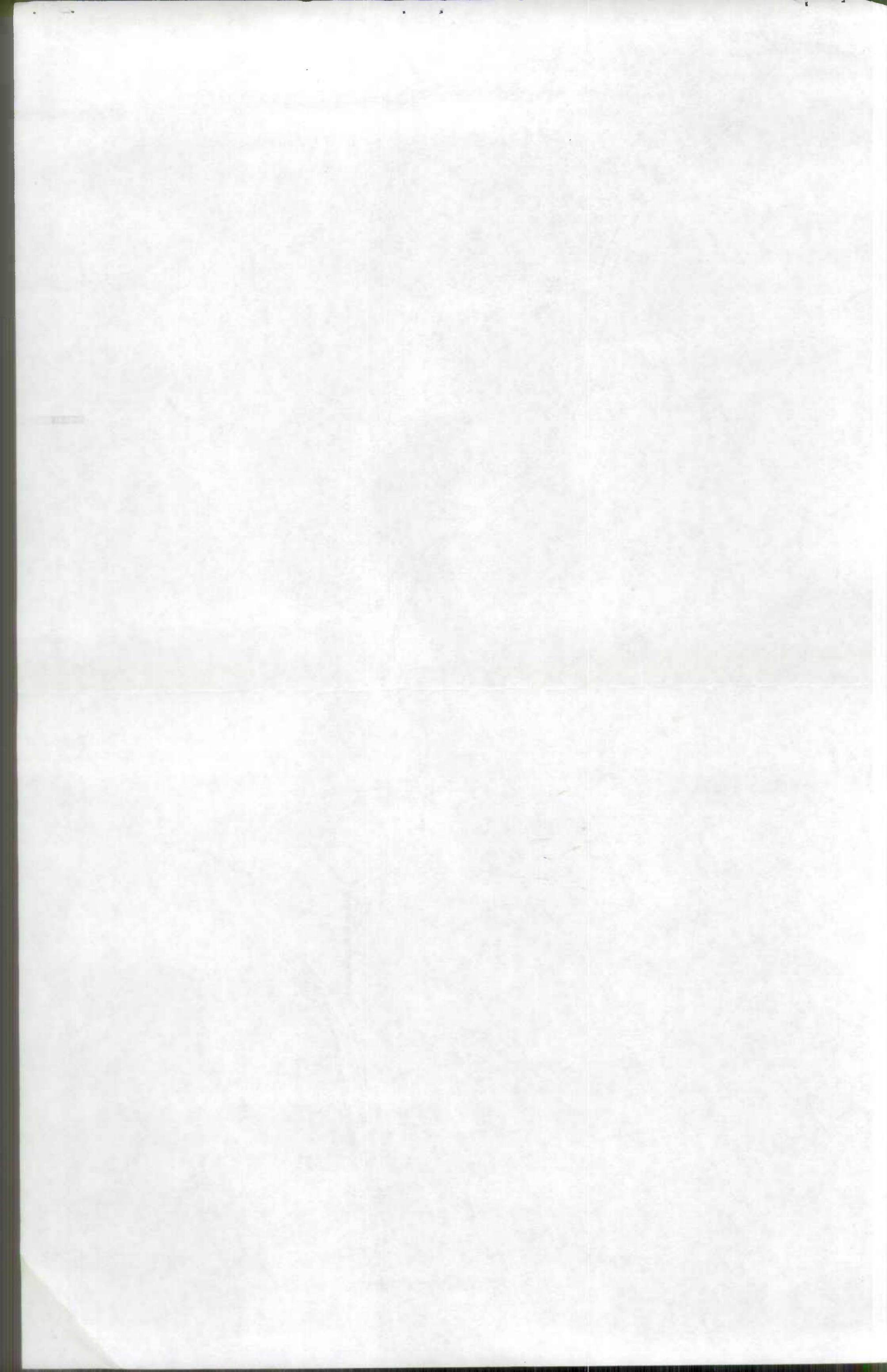
Big Knob

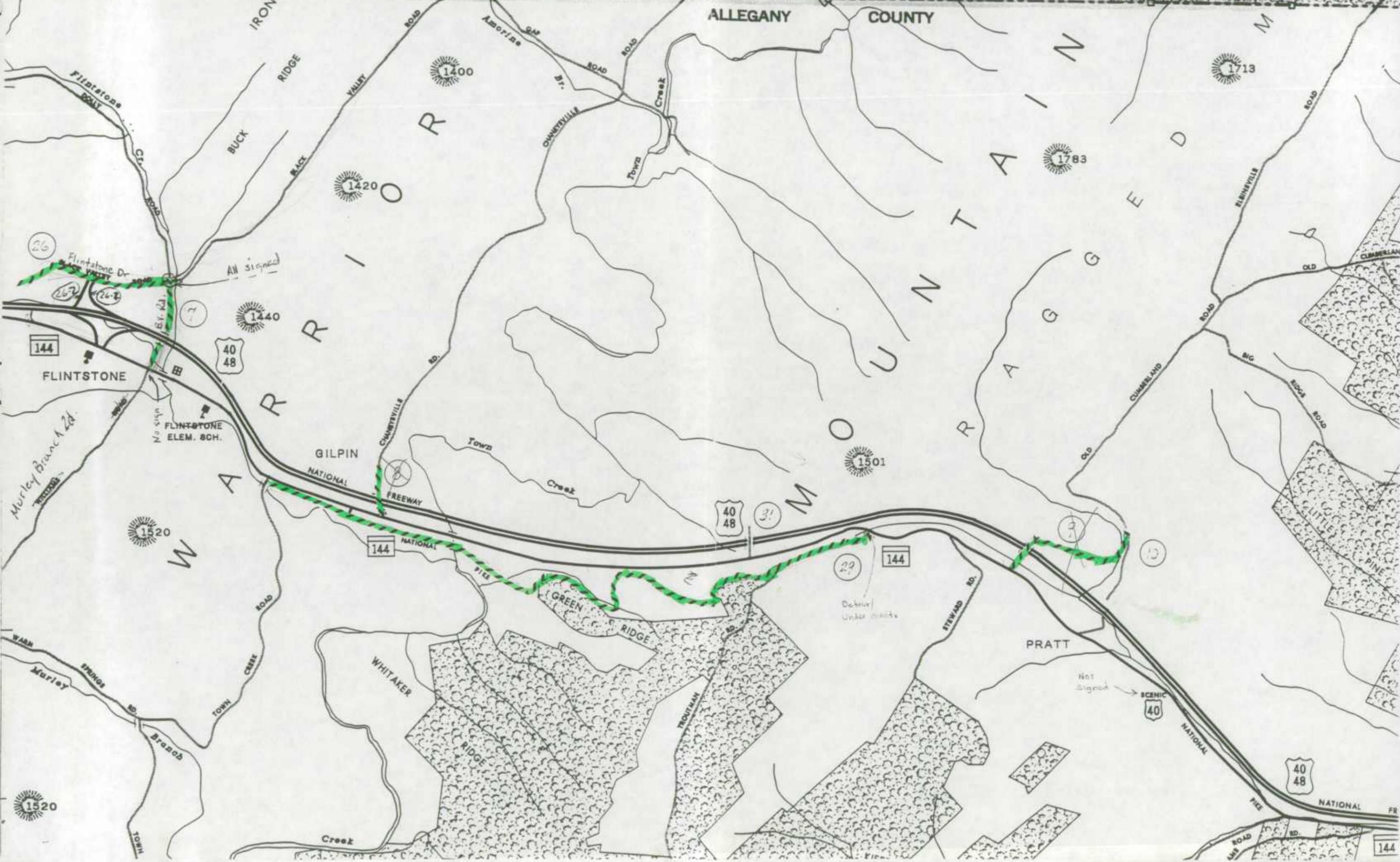
1871











26  
Flintstone Dr  
26-2  
26-3  
No sign  
Murley Branch Rd  
144  
40  
48  
FLINTSTONE  
FLINTSTONE ELEM. SCH.  
No sign

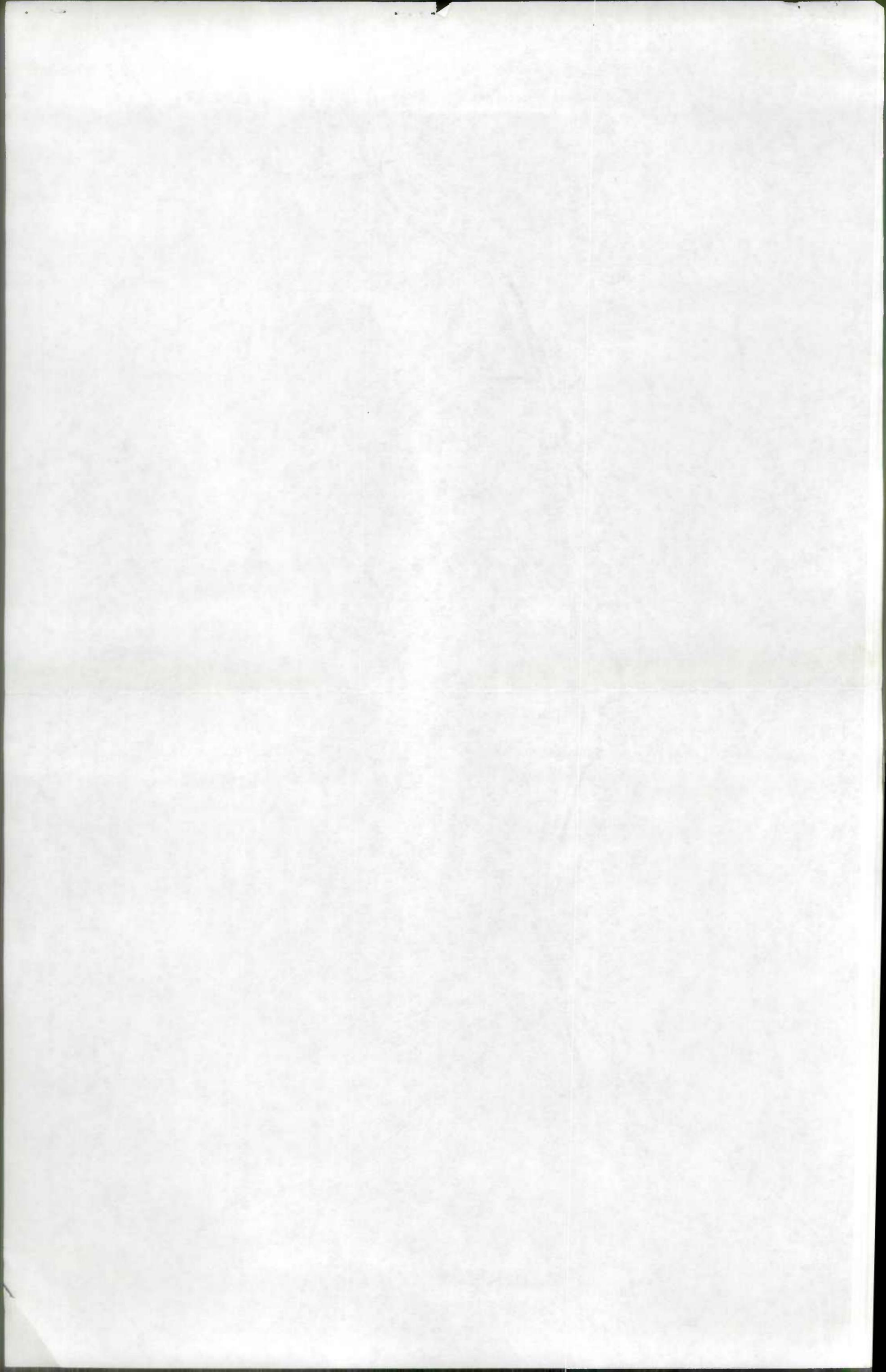
1520  
W  
MURLEY  
SPRINGS  
BRUSH  
TOWN  
CREEK  
ROAD  
1520

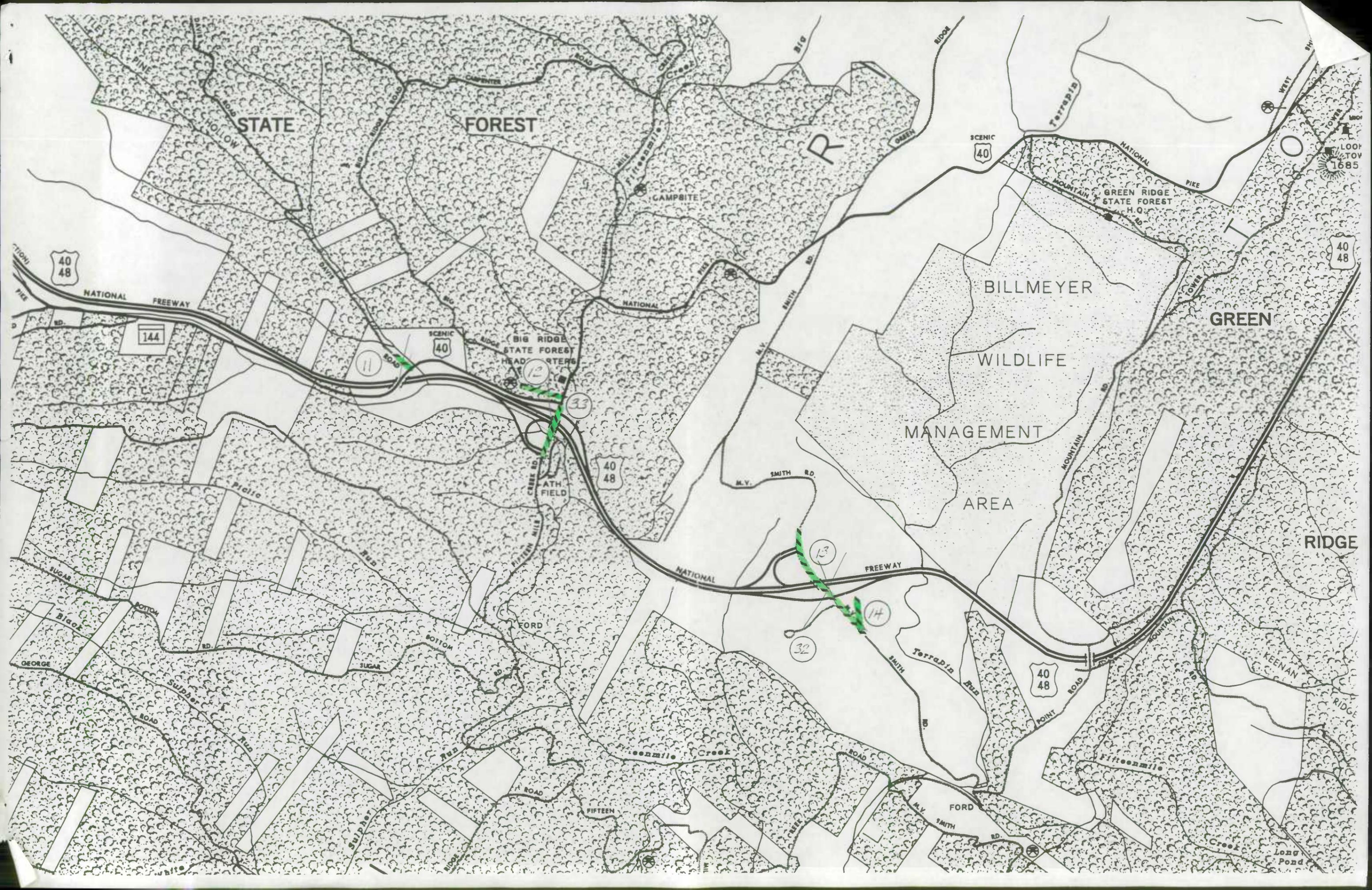
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1440  
1400  
VALLEY  
BUCK  
RIDGE  
IRON  
ROAD  
AMORINE  
CUMBERVILLE  
TOWN  
CREEK  
ROAD  
144  
NATIONAL  
FREEWAY  
GILPIN  
TOWN  
CREEK

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GREEN  
RIDGE  
WHITAKER  
RIDGE  
TROUTMAN  
ROAD

1783  
1713  
ELBINSVILLE  
ROAD  
CUMBERLAND  
ROAD  
BIG  
ROCK  
ROAD  
PRATT  
STEWART  
RD.  
144  
SCENIC  
40  
NATIONAL  
FR  
40  
48  
NATIONAL  
FR  
144

22  
Not signed  
10  
144  
40  
48  
NATIONAL  
FR  
144





STATE

FOREST

R

SCENIC 40

GREEN RIDGE STATE FOREST H.Q.

LOOKING POINT 1685

40 48

144

SCENIC 40

BIG RIDGE STATE FOREST HEADQUARTERS

12

33

40 48

BILLMEYER

GREEN

WILDLIFE

MANAGEMENT

AREA

RIDGE

SMITH RD.

FREEWAY

13

14

40 48

KEENAN

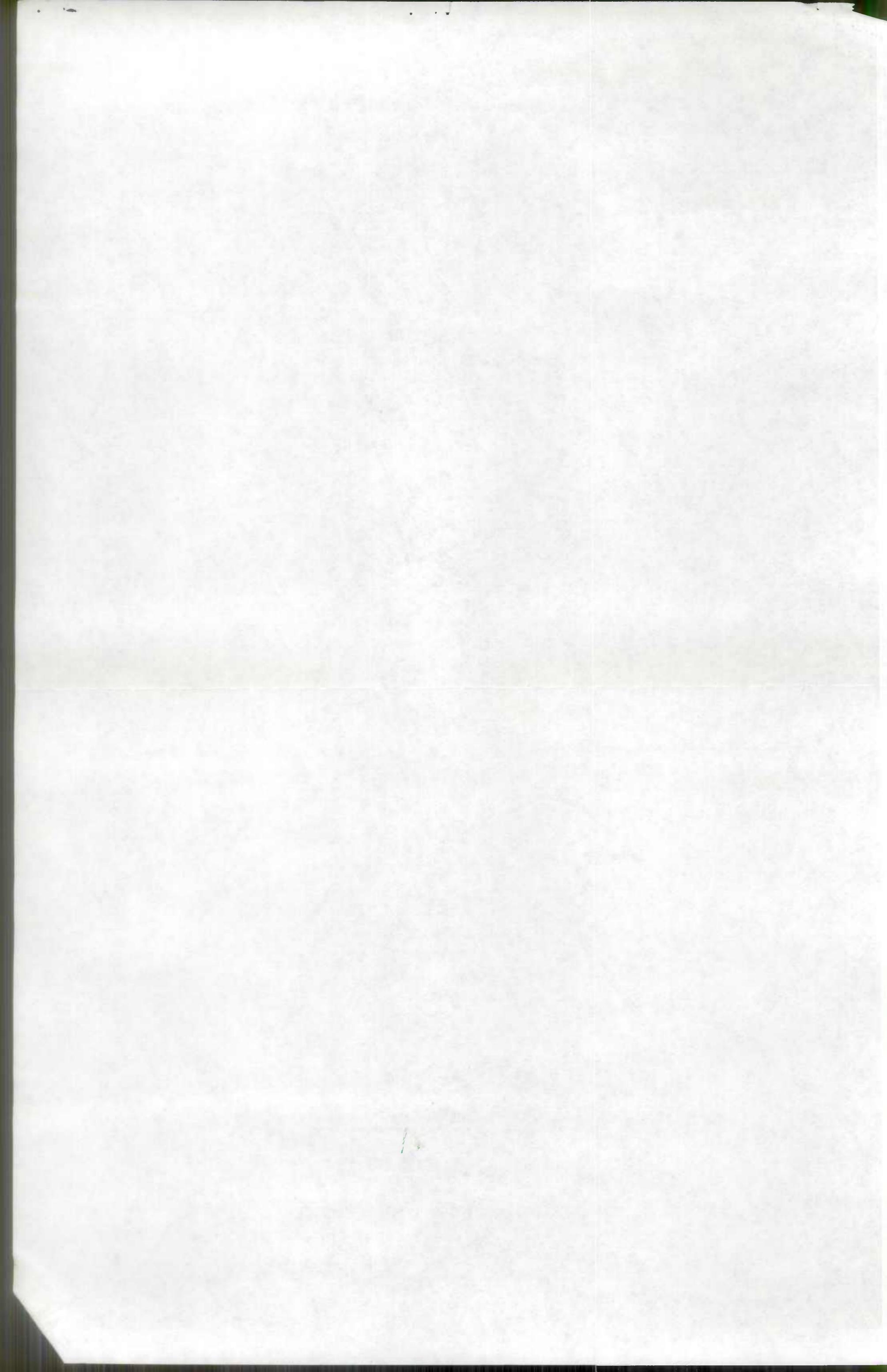
Fifteen Mile Creek

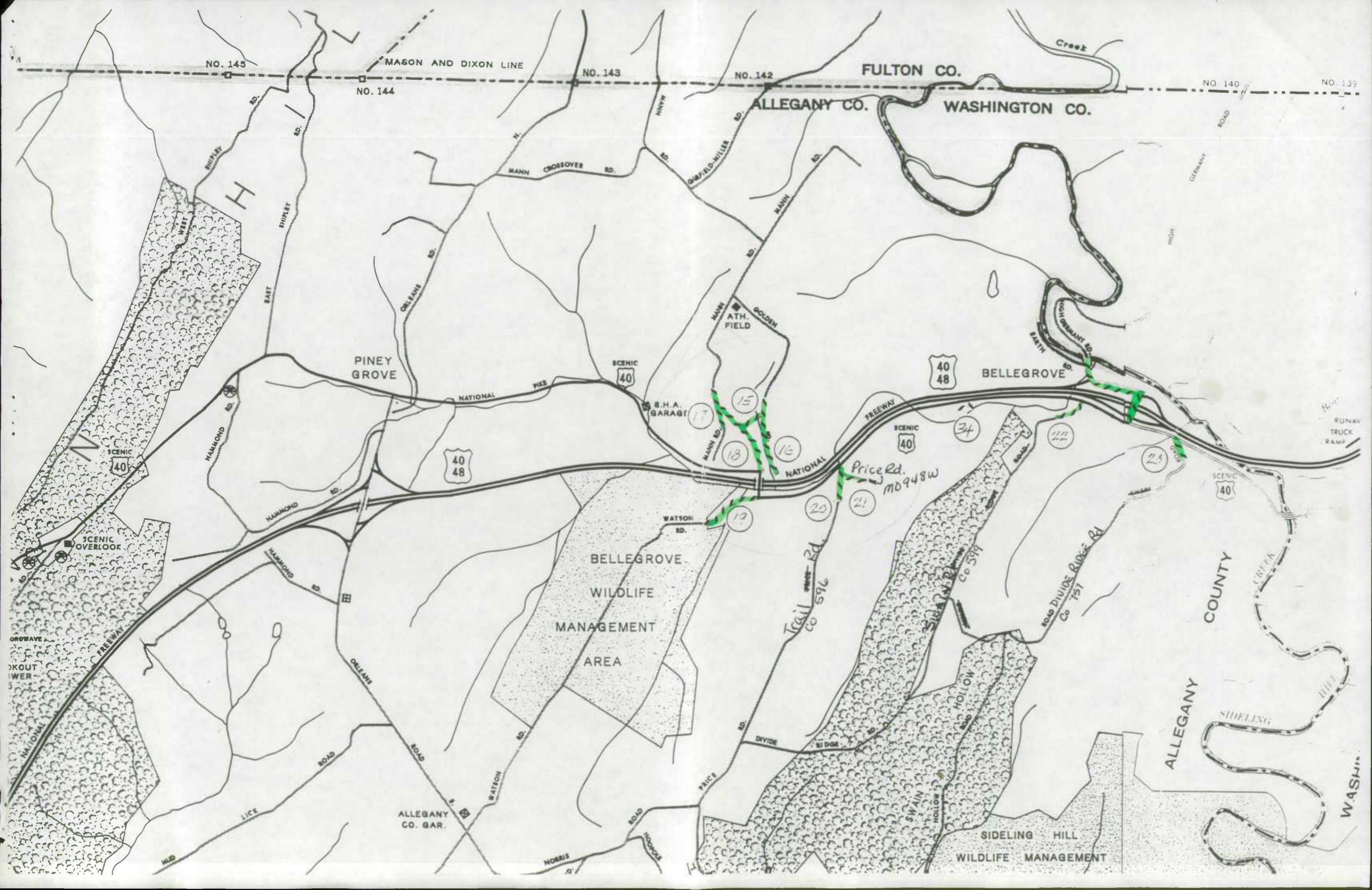
TerraDip Rd.

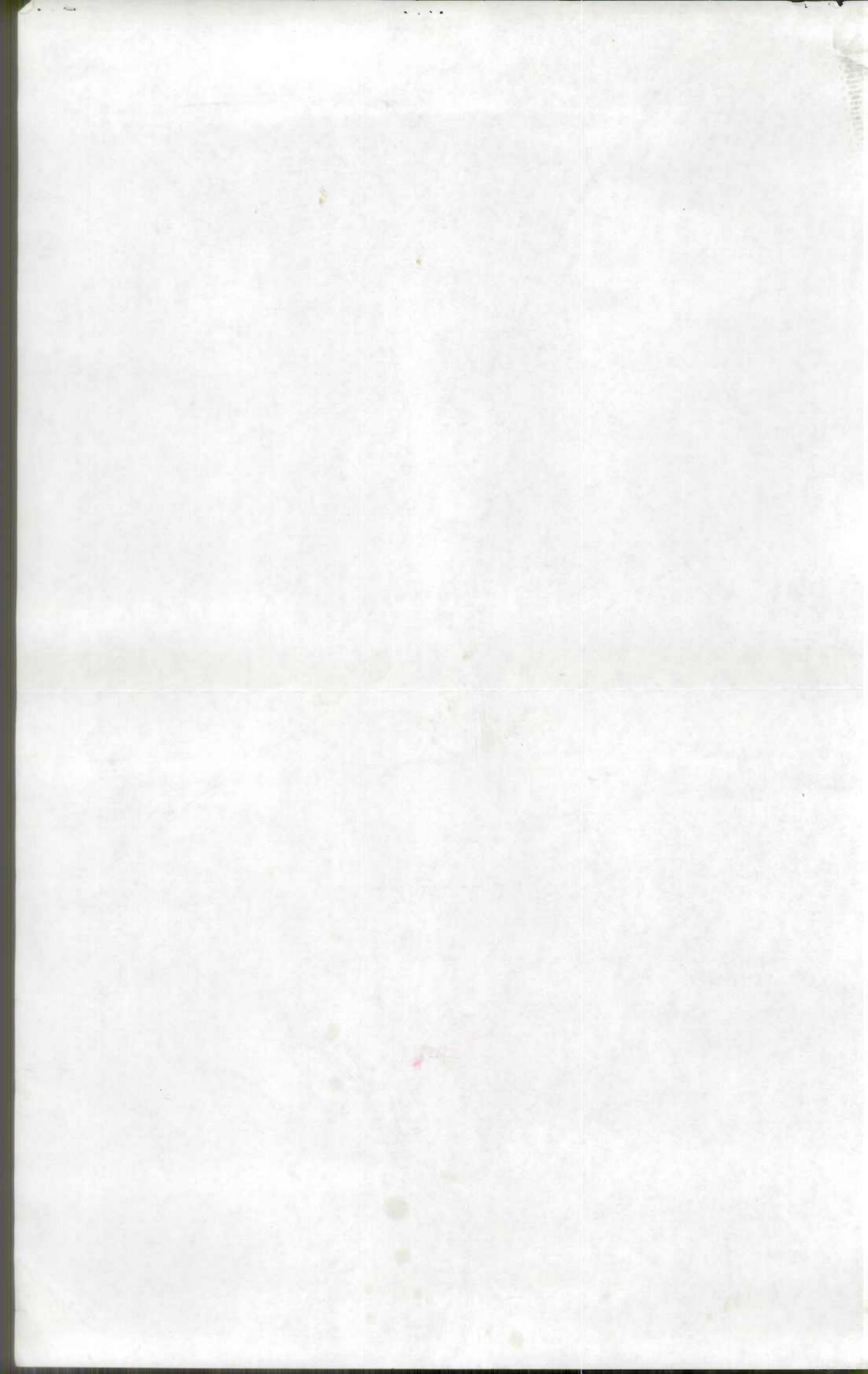
Fifteen Mile

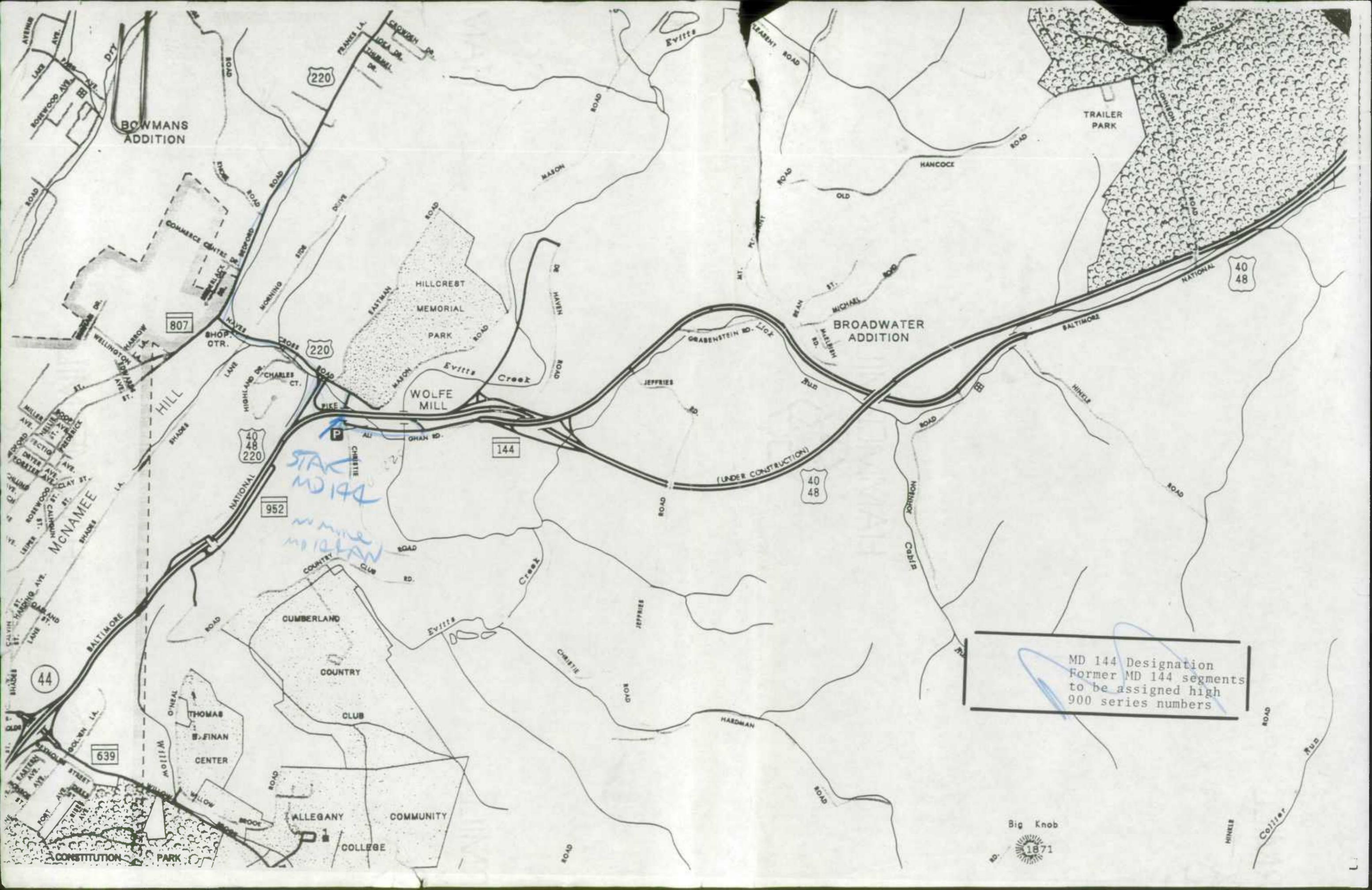
FORD

Long Pond









807

220

220

40  
48  
220

144

40  
48

40  
48

952

639

44

MD 144 Designation  
Former MD 144 segments  
to be assigned high  
900 series numbers

Big Knob



STATE  
MD 144

WOLFE  
MILL

HAMMERMILL



HAMMERMILL

519-908-570  
64

STATE

FOREST

R

SCENIC 40

GREEN RIDGE STATE FOREST H.Q.

LOOK TOWER 1685

40 48

BILLMEYER

GREEN

WILDLIFE

MANAGEMENT

AREA

RIDGE

BIG RIDGE STATE FOREST HEADQUARTERS

ATH FIELD

40 48

END MD 144  
START US 40

360-5

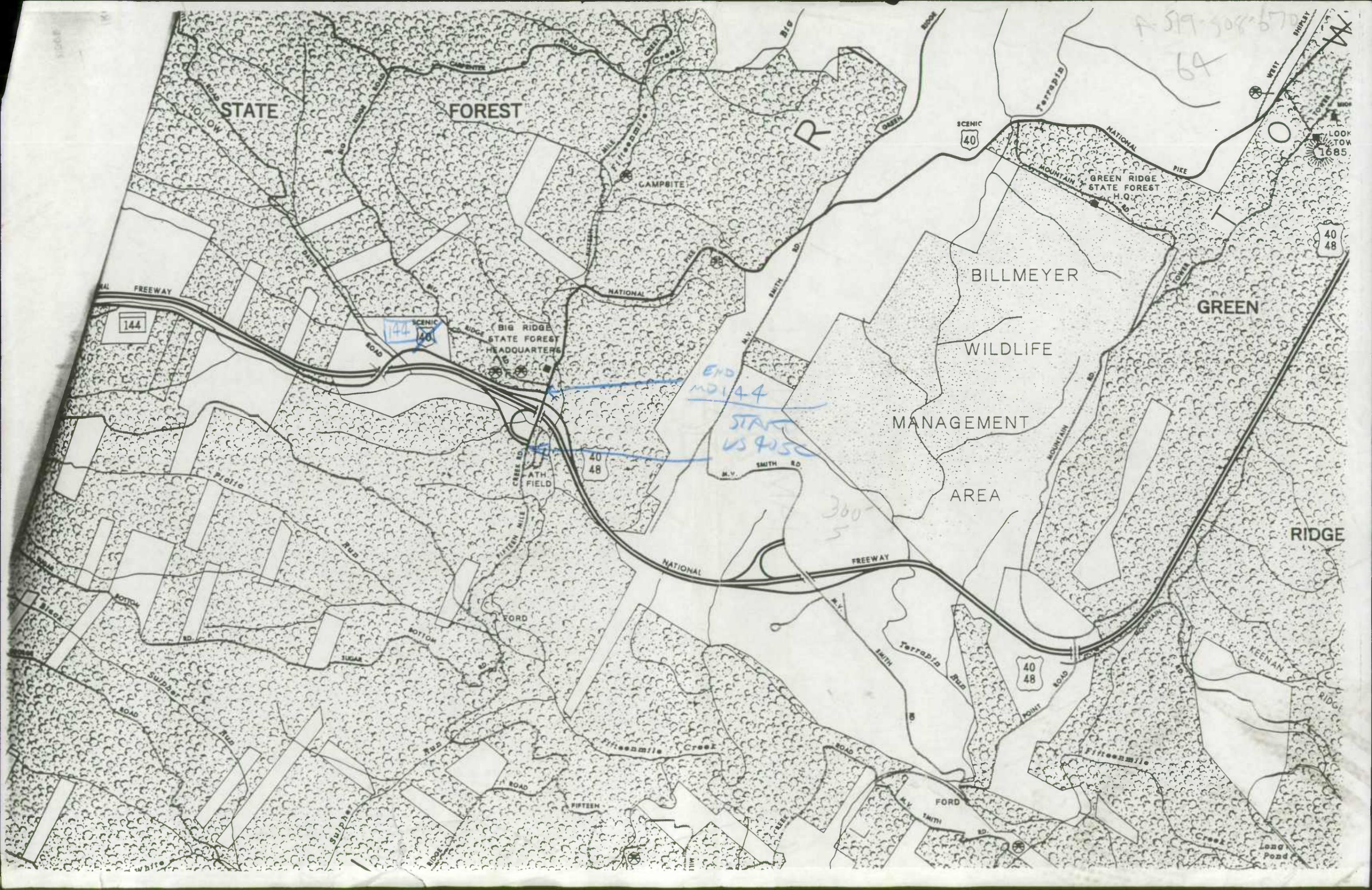
40 48

KEENAN

RIDGE

FORD

Long Pond



70 + 83.59  
67 + 25.36  
→

cal

750

FRANZ MULLER

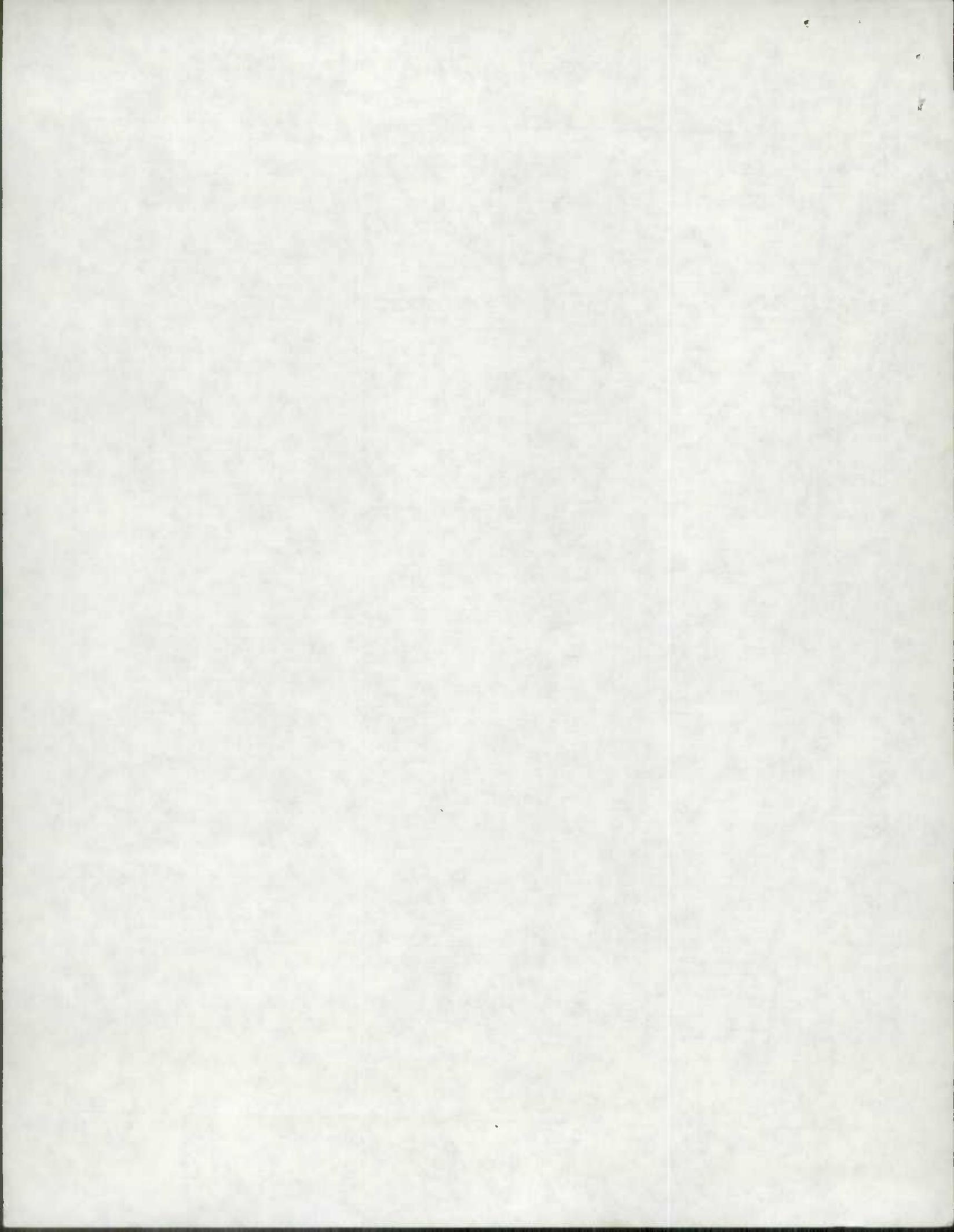
ROUTE NO.	BRIDGE NO.	CONTRACT NUMBER	DESIGN LOAD	YEAR BUILT	CROSSING	TYPE AND SPAN	ROADWAY
Md. 36	1001	A 465-2-620, A 679-501	HS20-44	1957.85	Braddock Run	SB 1-57'	1 br. Varied
Md. 831	1002	A 55	---	1929	Braddock Run	BA w/iden with CA 1-31' R=8'	24'
Md. 831	1003	A 67-67	---	1930	Jennings Run	CG 2-31'	24'
Md. 36	1004	A 465-4-620, A 679-501	HS20-44	1957.85	Jennings Run	SB 1-76'	49'-6"
US40/48	1005	A 217-636, A 464-19	H20	1937.66	Branch of Evitts Creek	BC 2-8' x 8'	sk. 2-36'
Md. 36	1006	A 59	---	1929	Jennings Run	CG 2-27'	24'
Md. 36	1007	A 58	---	1929	Jennings Run	CG 2-28'	24'
Md. 36	1008	A 57	---	1929	Jennings Run	CG 2-22'	24'
Md. 36	1009	A 710-501-680	HS20-44	1987	Jennings Run	PA 3-87' x 63'	27'
Md. 36	1010	A 46	---	1927	Neff Run	CS 1-22'	17'
Md. 36	1011	---	---	1927	Elk Lick Run	CG 1-25'	29'
Md. 36	1012	A 49	---	1927	Georges Creek	CG 3-28'	24'
Md. 36	1013	A 50	---	1927	Georges Creek	CG 3-34'	24'
Md. 36	1014	A 51	---	1927	Georges Creek	CG 3-32'	24'
	1015	Bridge Removed					
P Md. 939	1016	A 54	---	1928	Georges Creek	CG 3-34'	24'
Md. 939	1017	A 73-67	---	1930	Georges Creek	CG 2-44'	27'
Md. 939	1018	A 66	Standard	1930	Butcher Run	CG 1-24'	27'
Md. 939	1019	A 121-67	H20	1933	Georges Creek	SB 2-55'	30'
Md. 939	1020	A 121-67	H20	1933	Moore Run	CG 1-32'	30'
Barricaded Md. 937	1021				Abandoned Mine RR, under		
Md. 937	1022	A 122	Standard	1933	Branch of Georges Creek	CS 1-20'	24'
P Md. 937	1023	---	---	1924	Potomac River (North Branch)	TST 3-135'	17'
Alt. 40	1024	A 254-1-615	H20-44	1948	Braddock Run	BC 2-8' x 8'	sk. 21'
Alt. 40	1025	A 254-1-615	H20-44	1947	Braddock Run	BC 2-14' x 11'-6"	sk. 73'
Alt. 40	1026	A 254-1-615, A 519-9	H20-44	1947.72	Braddock Run	BC 2-18' x 11'	sk. 2-26'
Alt. 40	1027	A 184-1-615	H20-44	1948	Braddock Run	RF 1-45'	44'
Alt. 40	1028	A 101-67	---	1932	Willis Creek	CA 2-63', 1-67' R=13'	27'
P Alt. 40	1029	A 43-63	S T P	1933	Over B. & O. RR.	TST 1-192', CG 12-43'	27'
US40/48	1030	A 217-, A 464-41, A 519-505	HS20-44	1937, 66.90	Evitts Creek	RF 2-42'	1 br. 60', 68'
	1031						
	1032						
Md. 144	1033	A 37	---	1925	Flintstone Creek	BA 1-46' w/iden with CS	24'
Scnu540	1034	A 464-9-620	HS20-44	1957	Town Creek	SB 2-60', 1-75'	30'
Md. 144	1035	A 36	---	1925	Town Creek	CA 1-71'	24'
Alt. 40	1036	A 13	---	1917	Fifteenmile Creek	CA 1-66' See Plans	24'
Alt. 40	1037	---	---	1916	Snb Hollow Run	CS 2-14'	22'
US40/48	1038	A 519-503-670	HS20-44	1986	Snb Hollow Run	S.P.P.A. 2-12'-6" x 7'-11"	24', 36'
US40/48	1039	A 519-503-670, A 519-504	HS20-44	1986.88	& Old Not'l Pike over Snb Hollow Run	S.P.P. 2-132'	sk. 3-24'
US40/48	1040	A 519-503-670, A 519-504	HS20-44	1986.88	& Old Not'l Pike over Snb Hollow Run	S.P.P. 2-144'	sk. 3-24', 15'
	1041	Bridge Removed 1983					
Md. 47	1042	---	---	1923	North Branch	CG 2-22'	24'
Md. 47	1043	---	---	1923	North Branch	CG 2-20'	24'
Md. 51	1044	A 452-9-620	HS20-44	1957	Evitts Creek	PSC 3-49'	1 br. 2-34'
US40/48	1045	Bridge Removed 1989			Pratt Hollow Run		
Md. 51	1046	A 88	Standard	1932	Sowpit Run	CS 2-20'	27'
Md. 51	1047	A 108, A 109	H20	1932	Town Creek	TST 2-102'	27'
Md. 51	1048	A 95, A 99	H20	1932	C. & O. Canal	PST 1-89'	27'
Md. 51	1049	A 676-501-680	HS20-44	1987	Potomac River	SG 2-99', 2-123'	30'
US40/48	1050	A 464-22-620, A 519-503	HS20-44	1962.86	Snb Hollow Run	BC 2-12' x 9'	sk. 2-36'
Md. 53	1051	A 439-615	H20-44	1953	Branch of Warrior Run	CS w/iden with BC 2-11' x 5'	sk. 44'
Md. 53	1052	A 439-615	H20-44	1954	Warrior Run	BC 2-12' x 7'	sk. 44'
Md. 55	1053	A 422-615	H20-44	1950	Braddock Run	BC 2-12' x 10'-6"	sk. 24'
Md. 36	1054	A 205-1-611	H20	1939	Neff Run	BC 2-10' x 8'	sk. 24'
Md. 825	1055	A 419-1, A 659-701	HS20-44	1950.83	Georges Creek	SG 1-73'	26'
US 220	1056	A 39	Standard	1928	Poo Vine Run	CG 1-27'	24'
US 220	1057	A 461-2-620	H20-44	1954	Warrior Run	CS 2-12'	44'
US 220	1058	A 405-615	H20-44	1950	Mill Run	BC 2-15' x 9'	sk. 43'
US 220	1059	A 283-3-615	H20-44	1952	Md. 135-A under	SB 2-38', 1-47'	42'
US 220	1060	A 283-2-615	H20-44	1951	Potomac River & Md. 135	SG & SB See Plans	28'
Md. 636	1061	A 162-1-62	H15	1936	Warrior Run	SB 1-30'	30'
US 220	1062	A 461-3-620	H20-44	1955	Deep Hollow Run	CS w/iden with BC 1-17' x 7'	sk. 24'
Md. 658	1063	A 452-15-619	HS20-44	1968	Braddock Run	BC 2-18' x 10'	sk. 45'
P Scnu540	1064	A 35	15 T P	1925	Sideling Hill Creek	CA 1-85'	24'
City St.	1065	A 390, A 524-2	HS20-44	1908.70	Potomac River	SB 15-27'	24'
Md. 932	1066	A 440-1, A 283-2-615	H20-44	1954	Potomac River	STA 2-156'	28'
Md. 144	1067	Bridge Removed 1989			Evitts Creek	CA 1-57'	24'
Md. 35	1068	A 14	Standard	1917	Branch of Willis Creek	CS 1-20'	24'
Md. 36	1069	A 710-501-680	HS20-44	1987	Jennings Run	PA 3-73' x 55'	28'
Md. 47	1070	---	---	1923	Branch of North Branch	CG 1-20'	22'
Md. 51	1071	A 87	Standard	1932	Mill Run	CS 1-20'	27'
Md. 636	1072	A 162-1-62	H15	1936	Warrior Run	SB 1-20'	30'
US 220	1073	A 405-615	H20-44	1950	Mill Run	CS w/iden with BC 1-20' x 6'	sk. 43'
US 220	1074	A 405-615	H20-44	1950	Mill Run	CS w/iden with BC 1-20' x 6'	sk. 43'
US 220	1075	A 461-2-620	H20-44	1955	Mill Run	CS 2-10'	44'
US 220	1076	A 461-3-620	H20-44	1955	Tom's Hollow Run	CS 1-22'	44'
US40/48	1077	A 519-509-670	HS20-44	1990	Daily Road & Flintstone Creek	SG 1-104', 120', 112'	38', 50'
Md. 36	1078	A 465-9-620	HS20-44	1960	North Branch	SB 1-64'	89'
P Ent. Rd.	1079	A 465-9-620	Standard	1959	Jennings Run	SB 1-52'	10'
Md. 36	1080	A 465-9-620	60*/S.F.	1959	Ped. Bridge over Jennings Run	SB 1-59'	4'
US40/48	1081	A 464-16, A 519-38	H20-44	1962.75	Md. 952 over	SB 1-37', 64', 72', 29'	30'
Md. 135	1082	A 457-15-620	HS20-44	1963	Georges Creek	SB 1-39', 55'	1 br. 2-24'
US40/48	1083	Bridge Removed 1989			EBR over Elk Lick Creek		
US40/48	1084	Bridge Removed 1989			& Crossover over Elk Lick Creek		
US40/48	1085	Bridge Removed 1989			WBR over Elk Lick Creek		
US40/48	1086	A 464-2-620	HS20-44	1960	Elk Lick Creek	BC 2-12' x 7'	sk. 2-25'
US40/48	1087	A 519-508-670	HS20-44	1990	Fifteenmile Creek	SG 1-62', 63', 84'	40', 56'

STATE HIGHWAY ADMINISTRATION-OFFICE OF BRIDGE DEVELOPMENT

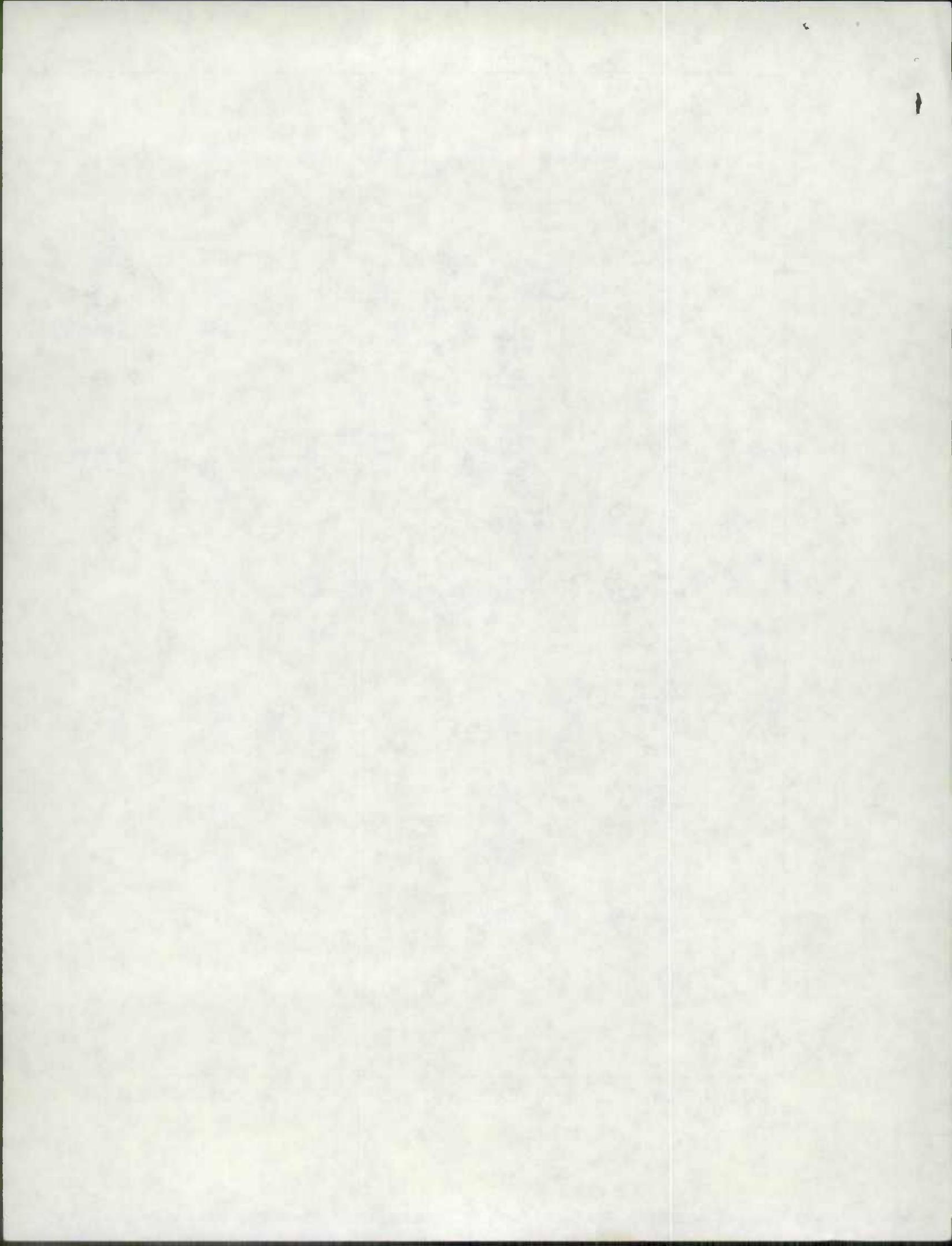


ROUTE NO.	BRIDGE NO.	CONTRACT NUMBER	DESIGN LOAD	YEAR BUILT	CROSSING	TYPE AND SPAN	ROAD WAY	S.C. FILL	
Co. Rd.	1088	Bridge Removed 1989			Fifteenmile Creek				*
US 40/48	1089	A 519-508-670	HS20-44	1990	Little Pine Lick Hollow	RF 3-15'	sk.	2-38'	
MD 144	1090	A 464-41-641	HS-44	1966	Branch of Evitts Creek	BC 2-8' x 6'	sk.	30'	2'FIII
MD 144	1091	A 464-41-641	HS-44	1966	Evitts Creek	SB 2-37', 1-53'		26'	S
MD 51	1092	A 452-10-620	HS20-44	1965	C.S.X. Transportation Co. Inc. under	SB 2-64', 1-74', 1-50 2-129'	1 br.	2-34'	S
US 40/48	1093	A 452-5, A 519-045	HS20-44	1964, 76	Md. 639 under	SB 1-37', 84', 25'	1 br.	2-36'	S
US 40/48	1094	A 452-4-620		1965	Pedestrian Bridge over	SB 1-104'		5'	S
US 40/48	1095	A 452-39-641	HS15-44	1968	Monroe Marlan over X-way	SG 1-110', 102', 93'		24'	S
US 40/48	1096	A 452-6, A 519-045	HS20-44	1968, 76	Cumberland Viaduct	See Plans	1 br.	2-36'	S&C
MD 956	1097	A 499-1-620	HS20-44	1967	B. & O. RR. & WMRR. under	PSC 1-32', 2-70', 1-49'		30'-10"	S
MD 956	1098	A 499-1-620	HS20-44	1967	Potomac River	SB 2-78', 4-79'		30'-10"	S
US 40/48	1099	A 464-19, A 577-1, A 515-503	HS20-44	1967, 75, 90	Md. 144 under / US 220 UNDER	SB 1-41', 47', 28'	1 br.	48', 60'	S
US 40/48	1100	A 519-3, A 577-1	H20-44	1968, 75	Orleans Road over	SB 2-62', 2-106'		31'	C
US 40/48	1101	A 519-3, A 577-1	HS-44	1968, 75	Mauntain Road over	SB 2-83'		24'	C
US 40/48	1102	A 452-8-619	HS20-44	1968	Kelly Road, C.S.X. Trans. under	SB 1-62', 101', 2-78'	1 br.	44', 37'	C
US 40/48	1103	A 452-14-619	HS20-44	1968	Patterson Avenue under	SB 2-42', 1-69'	1 br.	44', 37'	C
US 40/48	1104	A 452-16, A 577-1, A 696-501	HS20-44	1968, 86	Fletcher Drive over	CGB 1-70', 96', 118'		30'	C
US 40/48	1105	A 452-17-620	HS20-44	1968	U.S. 220 under	SG 2-103'	1 br.	2-37'	C
US 40/48	1106	A 452-19-619	HS20-44	1968	Md. 658 under	SB 2-76'		95'	C
US 40/48	1107	A 452-6-641	HS20-44	1968	Ramp 'A' over Mechanic St.	SB 1-47', 68', 3-74'		20'	S
US 40/48	1108	A 452-6-641	HS20-44	1968	Ramp 'B' over Howard St.	SB 2-41', 2-68'		24'	S
US 40/48	1109	A 452-6-641	HS20-44	1968	Ramp 'C' over Mechanic St.	SB 2-47', 1-52', 74'		20'	S
US 40/48	1110	A 452-6-641	HS20-44	1968	Ramp 'D' over Centre St.	SB 1-49', 59', 3-60', 1-63'		20'	S
US 40/48	1111	A 452-6-641	HS20-44	1968	Ramp 'E' over Centre St.	SB 1-45', 4-60', 1-63', 2-78'		20'	S
US 40/48	1112	A 452-6-641	HS20-44	1968	Ramp 'F' over Centre St.	SB 2-51', 2-60', 1-64', 2-66', 1-76', 77'		20'	S
US 40/48	1113	A 519-17-619	HS20-44	1972	Md. 936 under	SB 1-34', 88', 32'		2-40'	S
US 40/48	1114	A 519-17-619	HS20-44	1972	EBR over Midlothian Road	SB 1-34', 82', 45'		39'-6"	S
US 40/48	1114	A 519-17-619	HS20-44	1972	WBR over Midlothian Road	SB 1-25', 82', 33'		51'-6"	S
US 40/48	1115	A 519-16-619, A 695-501	HS20-44	1973, 86	EBR over Md. 55	SG 1-170', 200', 200', 138'		51'-6"	C
US 40/48	1115	A 519-16-619, A 695-501	HS20-44	1973, 86	WBR over Md. 55	SG 1-167', 205', 205', 167'		51'-6"	C
US 40/48	1116	A 519-10-619	HS20-44	1973	Md. 36 over	SG 1-118', 100'	1 br.	2-47'	C
US 40/48	1117	A 519-12-619	HS20-44	1971	EBR over Md. 53	SG 1-84', 123', 77'		39'-6"	C
US 40/48	1117	A 519-12-619	HS20-44	1971	WBR over Md. 53	SG 1-84', 123', 77'		57'-2"	C
US 40/48	1118	A 519-11-619	HS20-44	1972	Georges Creek	CA 1-34'		2-24'	68'FIII
US 40/48	1119	A 519-9-619	HS20-44	1972	Ramps over Braddock Run	BC 2-18' x 10'		Varies	10'FIII
MD 36	1120	A 528-14-671	HS20-44	1975	Moore's Run Road under	SB 2-45', 1-73'		52'	C
MD 36	1121	A 528-13-671	HS20-44	1975	Georges Creek	SG 1-90', 98'		44'	C
MD 36	1122	A 528-12-671	HS20-44	1975	Waverly St. over	SG 1-107'		32'	S
US 220	1123	A 542-615	HS20-44	1975	Ind. Park Access Road over B. & O. RR.	SB 2-60', 1-73'		44'	C
MD 36	1124	A 528-9-671	HS20-44	1983	Georges Creek	BC 2-10'-6" x 6'-6"		48'	2'FIII
MD 36	1125	A 528-9-671	HS20-44	1983	Moore's Run	PA 2-12'-10" x 8'-4"		48'	20'FIII
MD 36	1126	A 528-9-671	HS20-44	1983	Georges Creek	SB 2-80'		56'	C
MD 36	1127	A 528-502-671	HS20-44	1988	Neff Run	RF 2-15' x 8'		48'	0'FIII
US 48	1128	A 519-504-670	HS20-44	1988	High Germany Road over	SG 1-126', 109'		44'	C
US 48	1129	A 519-504-670	HS20-44	1988	Golden Rd. over US 48 & Snib Hollow Run	SG 2-104', 1-139'		44'	C
US 48	1130	A 519-508-670	HS20-44	1990	M. V. Smith road over	SG 1-120', 93'		34'	C
US 48	1131	A 519-508-670	HS20-44	1990	Little Pine Lick Hollow	RF 3-15'		34'	
US 48	1132	A 519-508-670	HS20-44	1990	Ramp FT-2 over Fifteenmile Creek	SG 1-100', 124', 100'		29'	C
US 48	1133	A 519-508-670	HS20-44	1990	Fifteenmile Creek Road over	SG 1-100', 95'		34'	C
MD 135	1134	A 699-451-680	HS20-44	1985	North Branch Potomac River	SG 2-70', 1-100'		31'	C
US 48	1135	A 519-508-670	HS20-44	1990	Ramp FT-5 over Pratt Hollow	RF 3-15'		29'	
US 48	1136	A 519-508-670	HS20-44	1990	Ramp FT-6 over Pratt Hollow	RF 3-15'		29'	
US 48	1137	A 519-508-670	HS20-44	1990	Fifteenmile Cr. Rd. over Pratt Hollow	RF 3-15'		34'	C
US 48	1138	A 519-507-670	HS20-44	1990	US 48 & Pratt Hollow under	SG 1-93', 102', 117'		34'	C
US 48	1139	A 519-507-670	HS20-44	1990	Pratt Hollow under	RF 3-16'		34'	
US 48	1140	A 519-509-670	HS20-44	1990	Chaneyville Road under	SG 1-75', 120', 75'	2 br.	2-38'	C
US 48	1141	A 519-509-670	HS20-44	1990	Town Creek	SG 1-135', 200', 150', 110'	2 br.	2-38'	C
US 48	1142	A 519-504-670	HS20-44	1988	High Germany Rd. over Snib Hollow Run	SPPA 2-16'-7" x 10'-1"	sk.	44'	12'FIII
US 48	1143	A 519-509-670	HS20-44	1990	Paltsh Mt. Serv. Rd. over	SG 2-112'		16'	C
US 48	1144	A 519-509-670	HS20-44	1990	Old Cumberland Rd. over	SG 1-94', 106'		34'	C
US 48	1145	A 519-506-670	HS20-44	1990	Street Rd. under	SG 1-156'	2 br.	50', 38'	S
US 48	1146	A 519-506-670	HS20-44	1990	Md. 144 over	SG 1-155', 116'		38'	C
US 48	1147	A 519-506-670	HS20-44	1990	Md. 144 over	SG 1-128', 123'		28'	C
MD 144	1148	A 519-506-670	HS20-44	1990	Elk Lick Run	SPPA 2-12'-10" x 8'-4"		28'	15'FIII
US 48	1149	A 519-506-670	HS20-44	1990	Rocky Gap St. Pk. Ent. Rd. over	SG 2-137'		34'	C
US 48	1150	A 519-506-670	HS20-44	1990	Rocky Gap Road over	SG 1-160', 100'		28'	C
US 48	1151	A 519-506-670	HS20-44	1990	Elk Lick Run	SPPA 2-12'-4" x 7'-9"		2-38'	14'FIII
US 48	1152	A 519-505-670	HS20-44	1990	Elk Lick Run	SPA 2-44'-0" x 6'-10"		2-38'	30'FIII
US 48	1153	A 519-505-670	HS20-44	1990	Md. 144 & Elk Lick Run under	SG 1-140', 235', 255', 220'	2 br.	36', 48'	C
US 48	1154	A 519-505-670	HS20-44	1990	Jefferies Road over	SG 1-110', 88'		28'	C
US 48	1155	A 519-505-670	HS20-44	1990	& Ramps 'E', 'F', 'H' over Elk Lick Run	RF 3-12'		2-38'	
US 48	1156	A 519-505-670	HS20-44	1990	Md. 144 over	SG 1-121', 102'	1 br.	44', 22'	C
US 48	1157	A 519-505-670	HS20-44	1990	Ramps 'B', 'C', & 'D' over Elk Lick Run	SPP 2-10' Dia.		29', 39'	15'FIII
US 48	1158	A 519-509-670	HS20-44	1990	Ramp 'C' over Flintstone Cr. Trib.	SPPA 3-9'-4" x 6'-3"		29'	5'FIII
US 48	1159	A 519-509-670	HS20-44	1990	Flintstone Creek Tributary	SPPA 1-7'-3" x 5'-3", 3-7'-11" x 5'-7"		50', 38'	6'FIII
US 48	1160	A 519-509-670	HS20-44	1990	S. Frontage Rd. over Flints. Cr. Trib.	SPPA 2-6'-1" x 4'-7"		34'	10'FIII
US 48	1161	A 519-509-670	HS20-44	1990	Flintstone Creek Tributary	SPPA 1-3'-4" x 6'-3", 3-8'-2" x 5'-9"		2-38'	4'FIII
US 48	1162	A 519-509-670	HS20-44	1990	S. Frontage Rd. over Flints. Cr. Trib.	SPPA 4-7'-3" x 5'-3"		34'	2'FIII
US 48	1163	A 519-509-670	HS20-44	1990	Flintstone Creek Tributary	SPPA 3-9'-6" x 6'-5"		29'	4'FIII
US 48	1164	A 519-509-670	HS20-44	1990	Ramp 'A' over Flintstone Creek Trib.	SPPA 3-9'-6" x 6'-5"		29'	4'FIII

\* City of Cumberland Owned Agreement August 30, 1955  
 \*\* City of Cumberland Maintained  
 \*\*\* 50 % S.H.A., 50 % W. Va.







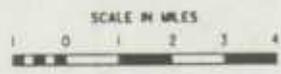
Y L V A N I A



C U M B E R L A N D



I A



23.01  
18.86  
4.15

14.69  
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4.15



STATE HIGHWAY ADMINISTRATION

Bureau of Highway Planning  
and Program Development

From X To ✓ Date 7/12 Action Due By 7/15

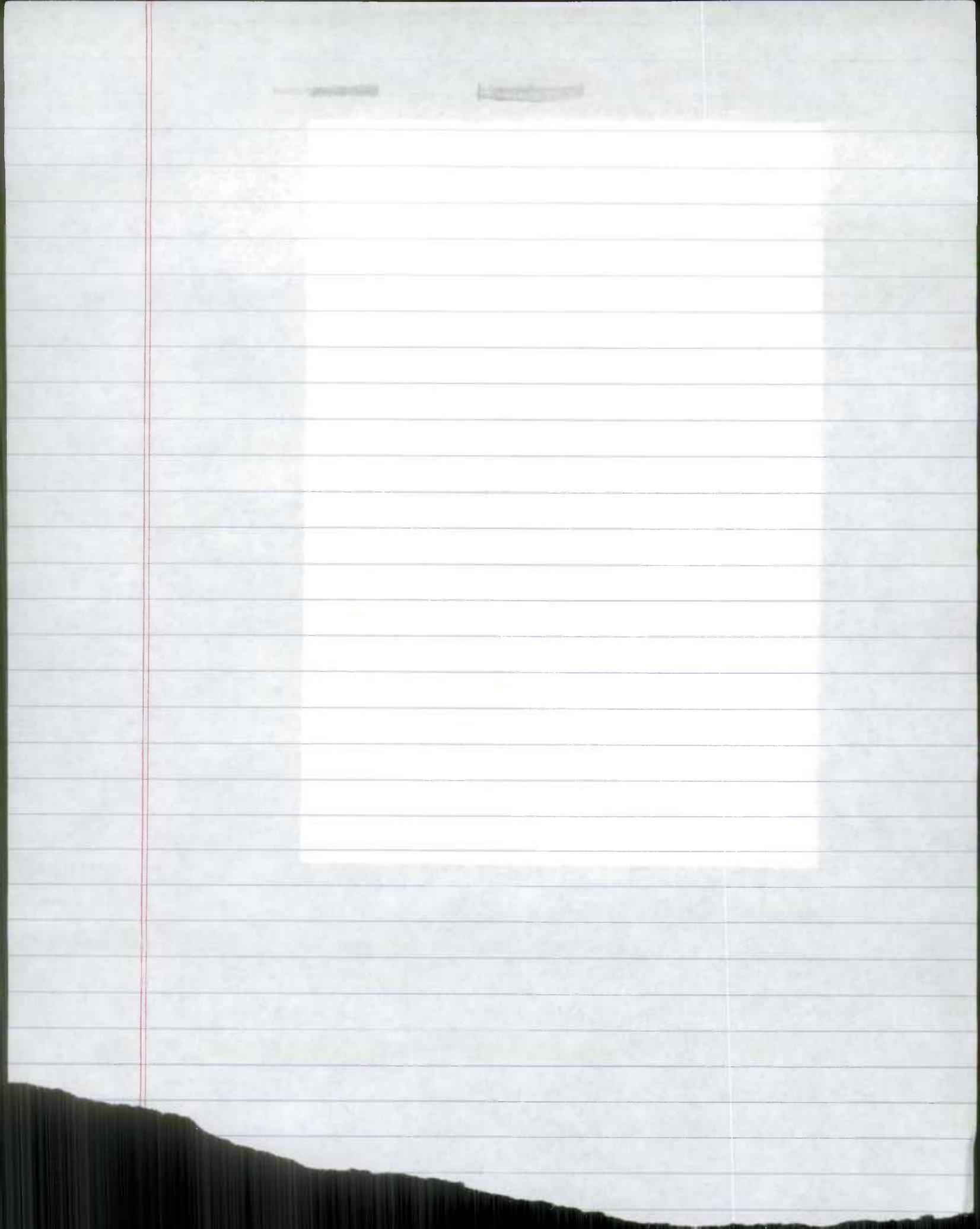
<input checked="" type="checkbox"/> Thompson	<input type="checkbox"/> Kassoff
<input type="checkbox"/> Drecchio	<input type="checkbox"/> Pedersen
<input type="checkbox"/> Simons	<input type="checkbox"/> Cloonan
<input type="checkbox"/> Davis	<input type="checkbox"/> White
<input type="checkbox"/> King	<input type="checkbox"/> Bruck
<input type="checkbox"/> McHenry	<input type="checkbox"/> Martin
<input checked="" type="checkbox"/> Weber	<input type="checkbox"/> Ross
<input type="checkbox"/> Black	<input type="checkbox"/> A.A.
<input type="checkbox"/> Hicks	<input type="checkbox"/>
	<input type="checkbox"/>

Priority B

<input type="checkbox"/> FYI & disposition	<input checked="" type="checkbox"/> Handle
<input type="checkbox"/> Review & comment	<input type="checkbox"/> Draft reply
<input type="checkbox"/> Discuss with me	<input type="checkbox"/> File
<input type="checkbox"/> Note & return	<input type="checkbox"/>

REMARKS: criteria for State Primary System  
designating Becker BHS

SHA 51.1-16  
4/8/83



PRIMARY SYSTEM CRITERIA

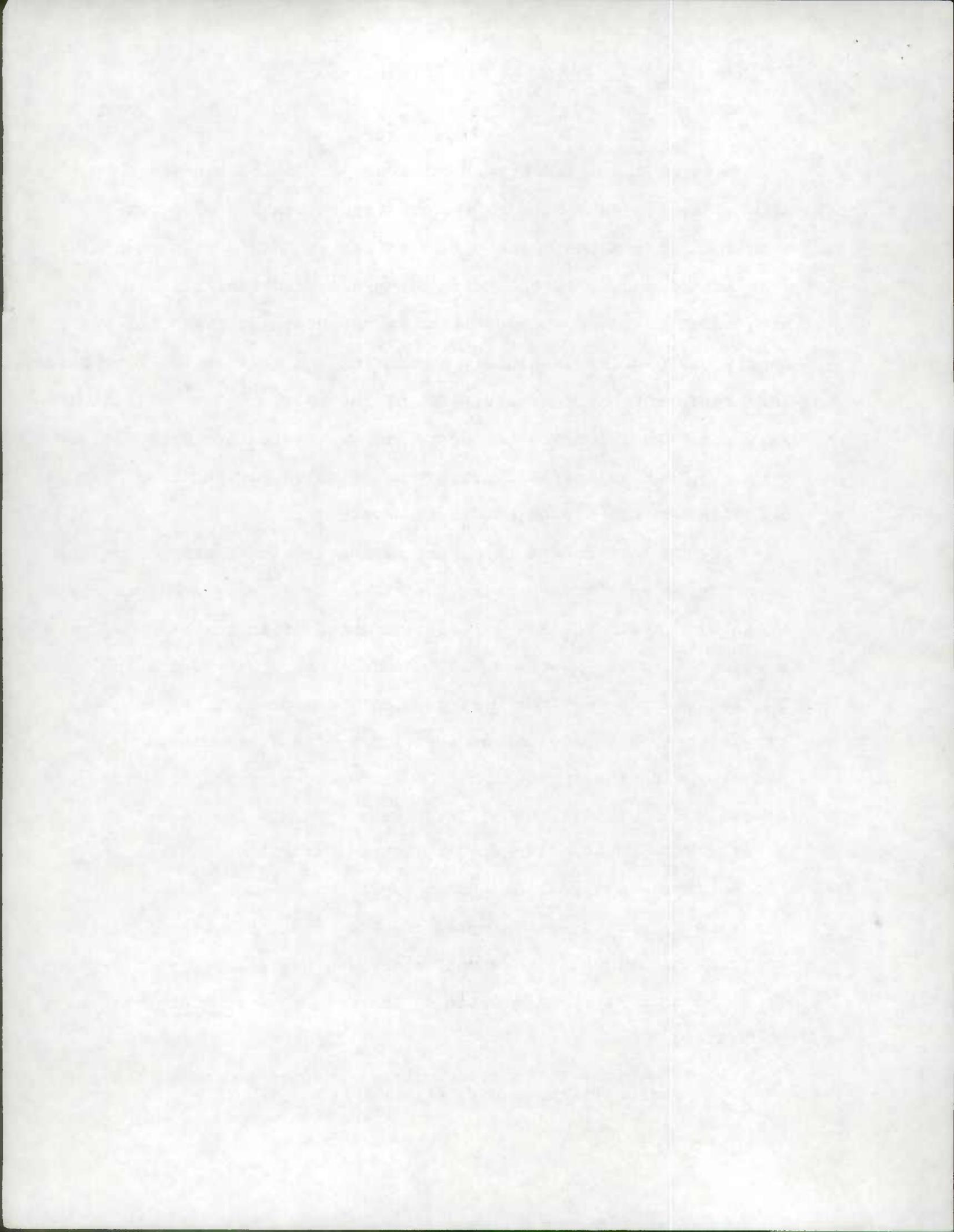
(Source - Draft Primary Highway System Plan Report, MDOT July, 1978)

Most of the major travel corridors served by the State Highway System date back to the nineteenth century when connections between the major cities in Maryland and adjacent states were established. As the State has grown, new facilities have been added to the System until today the State is responsible for nearly 5,200 miles of highway accounting for over 14,000 lane miles. This represents approximately 20% of the total highway mileage in Maryland. Revisions to the State Highway System are periodically proposed, but no specific qualifying criteria for additions or deletions to the system have been developed.

In the last decade there has been a growing desirability for identifying and for improving the standards of Maryland's primary State highways. The Maryland Department of Transportation adopted a Primary Highway System in 1972 in accordance with State law. The legislation does not define guidelines for designating a primary highway but provides designation by the State Highway Administrator with the approval of the Secretary of Transportation (see appendix for definitions of Interstate, Primary and Secondary Highways). This legislative requirement specifically mandates only two actions - designation and approval.

The Primary System adopted in 1972 by the Maryland Department of Transportation was based on objectives but not stringent criteria. Those objectives for inclusion on the Primary System were highways providing:

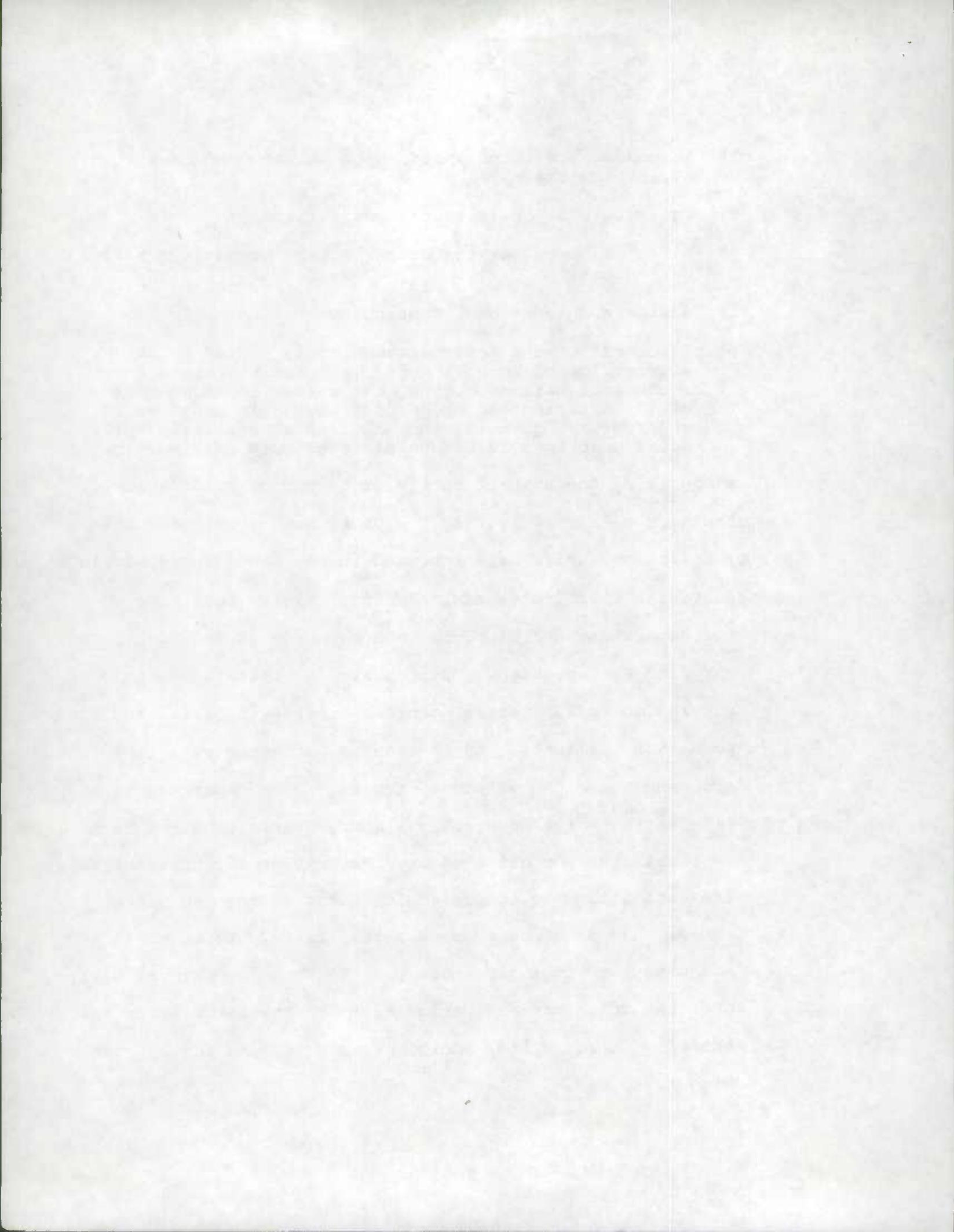
- 1) the highest functional classification in Federal, State Regional, and County plans;



- 2) long distance, high speed, high volume, and high level-of-service travel;
- 3) interregional or interstate connectivity;
- 4) direct linkage between urban centers or major traffic generators;
- 5) design and locational continuity;
- 6) "closure" of the total State highway system by the elimination of network gaps, inaccessible areas and route duplications. Thus, the system included most of the existing and proposed freeways in urban areas, and freeways or multi-lane divided arterials in rural areas which provided long distance trip service.

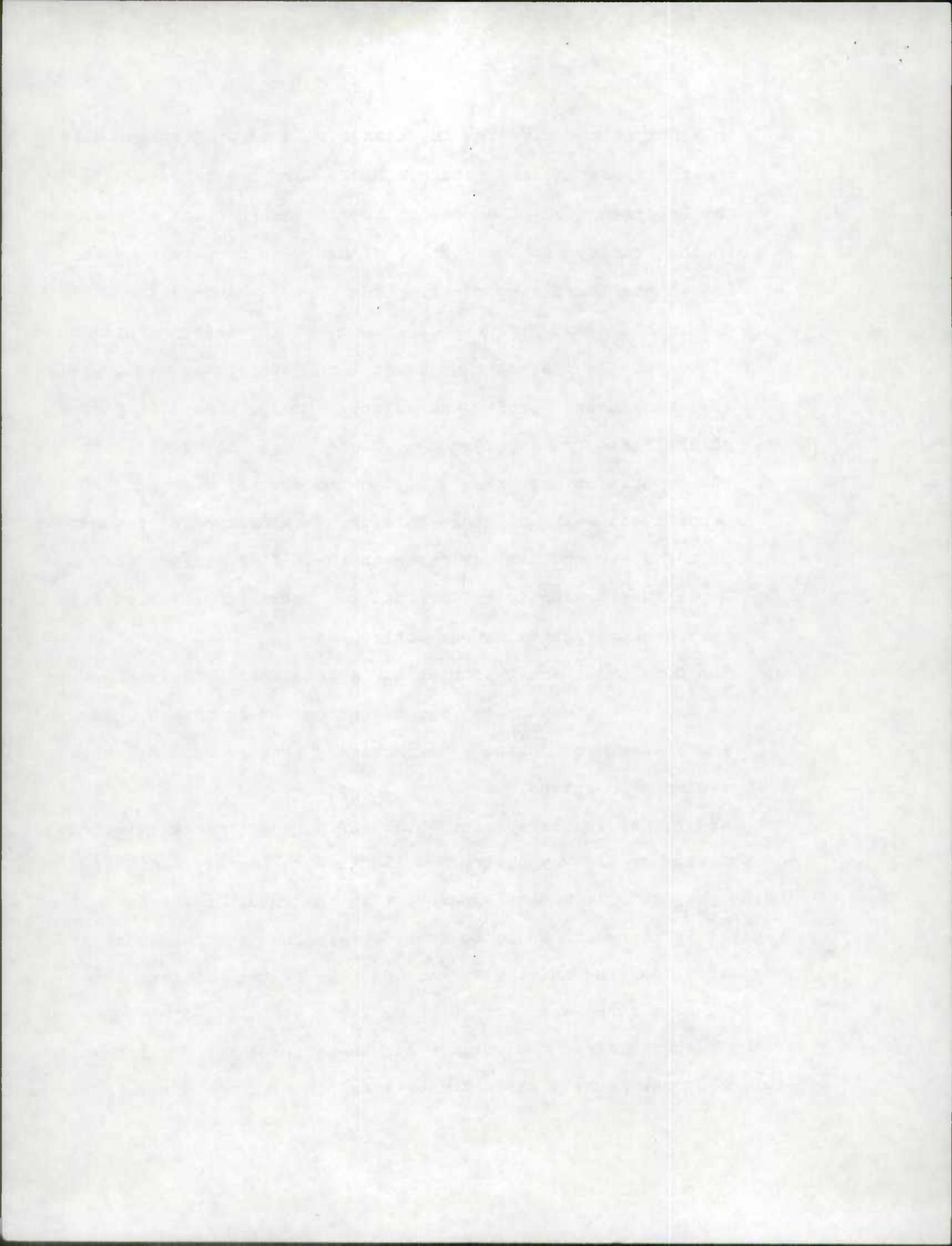
Recognizing the unavailability of specific criteria for formulating the Primary System, the Department developed three policy directions which were included in the Preliminary Maryland Transportation Plan (released in January 1976). They are:

- A. The Department shall provide and maintain an efficient, safe Maryland Primary Highway System linking the State's major population and industrial centers, recreation sites and transportation terminals. As the centers of activity in the State grow and the highway travel increases, the Department must improve the Maryland Primary Highway System to serve interregional transportation needs. Priorities for these highways are established by comparison of needs across the State, rather than on a county or regional basis. To maintain an adequate interregional highway system, the Department will, over the next year and periodically thereafter, review the need for improvements, additions or deletions to the Primary Highway System.



- B. In order to preserve the functional role of primary highways and their present and future vehicle carrying capacity safety, the Department shall emphasize appropriate control of access to the Primary Highway System. Faced with decreasing revenue growth the increasing construction costs, the Department must preserve and maximize the efficiency of its existing primary highways. In the past, adjacent land development has grossly impaired their capacity and safety. Today, almost 60 percent of the State Primary System has some degree of access control. The Department must take steps to protect the remaining 40 percent, as well as future mileage, to preserve the investment of the State and its residents in these facilities. The Department presently is developing a detailed policy on Primary Highway System access control.
- C. The Department shall provide and maintain an efficient safe secondary highway system supplementing the primary highway facilities and linking major activity centers within each region of Maryland.

Additional issues surfaced stimulating a major reexamination of the Primary Highway System. While the Preliminary Plan was being prepared, it became apparent that the future revenues for capital improvements would be considerably less than originally estimated when the initial Primary Highway System was formulated in 1972. Concerns were raised about the rationality of long-range future traffic projections and their resultant requirements for major new highway capital investments. Also the General



Assembly questioned the validity of a State Highway Primary System which is not based on guidelines recognizing basic objectives and adequately maintaining system integrity.

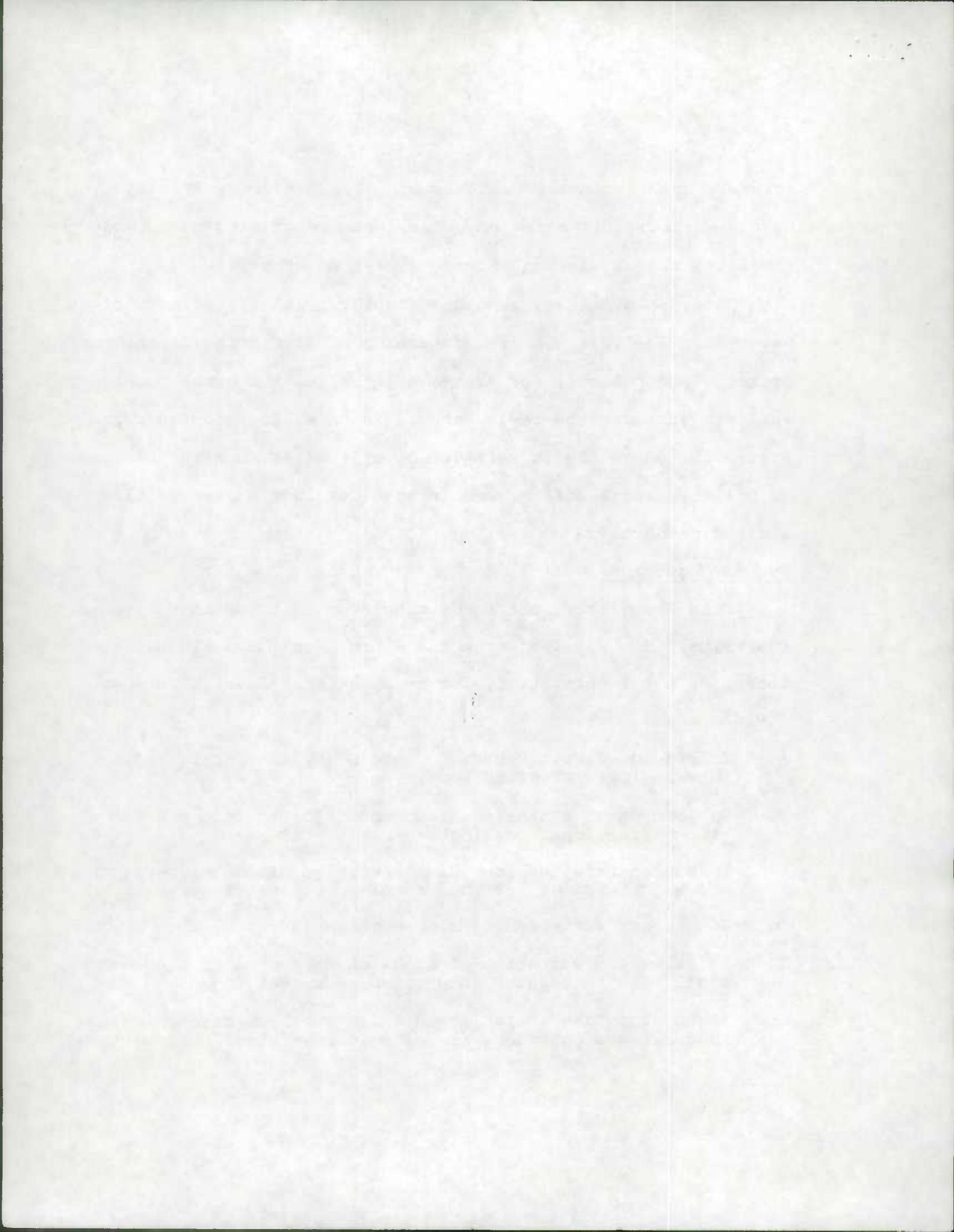
Thus, in mid-1976, the Department initiated a primary highway system analysis with the intention of developing departmental criteria and policies for system designation and development. This analysis included the review and revision of the adopted primary system, based on the formulation of objectives, consistent system guidelines, and a strategy for system development recognizing limited resources.

#### System Objectives

From the outset, the study concluded that the objectives of the Primary Highway System, on the State level, are similar to those for the Interstate System on a National level. They are divided as:

- A. To provide direct routes for the major interstate and interregional traffic flows,
- B. To join major urbanized areas and major traffic generators along directional corridors,
- C. To concentrate the long distance, high speed, high-volume and high level of service travel on a limited system,
- D. To support statewide developmental objectives, and
- E. To allow concentration of funds on needed major highway facilities that serve interregional travel flows.

These objectives established a framework to discern which roadways and corridors are of primary statewide importance.



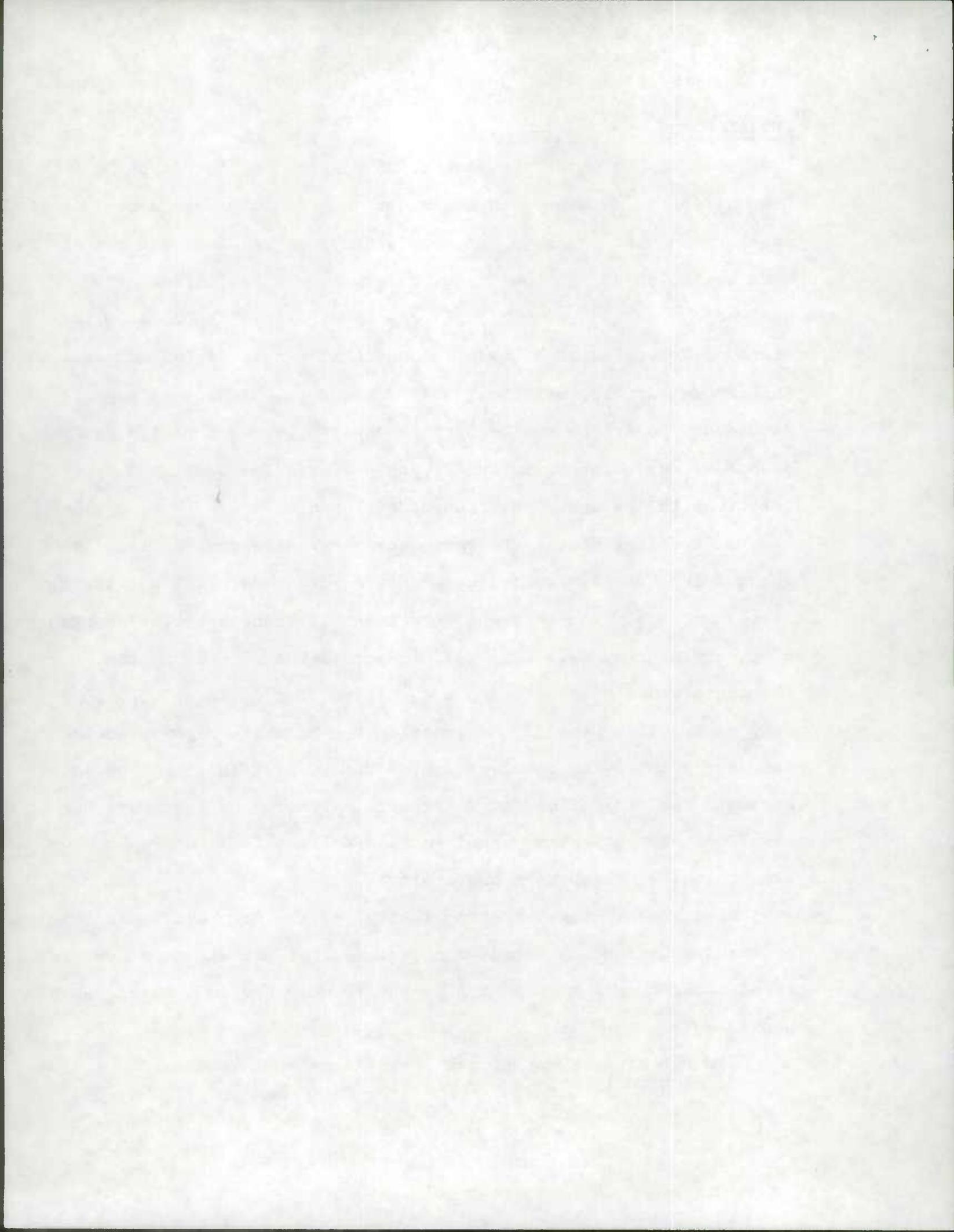
## I. INTRODUCTION

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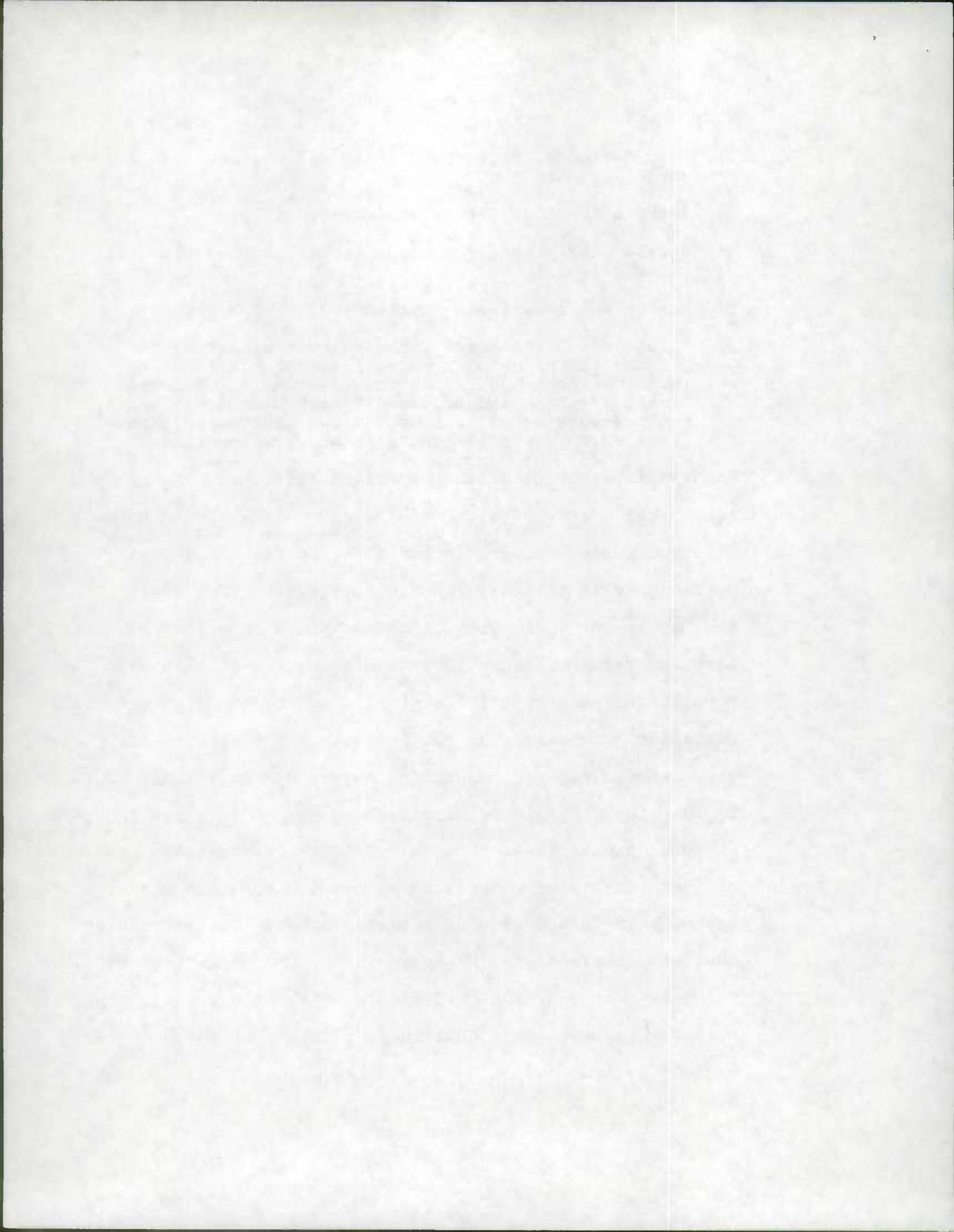
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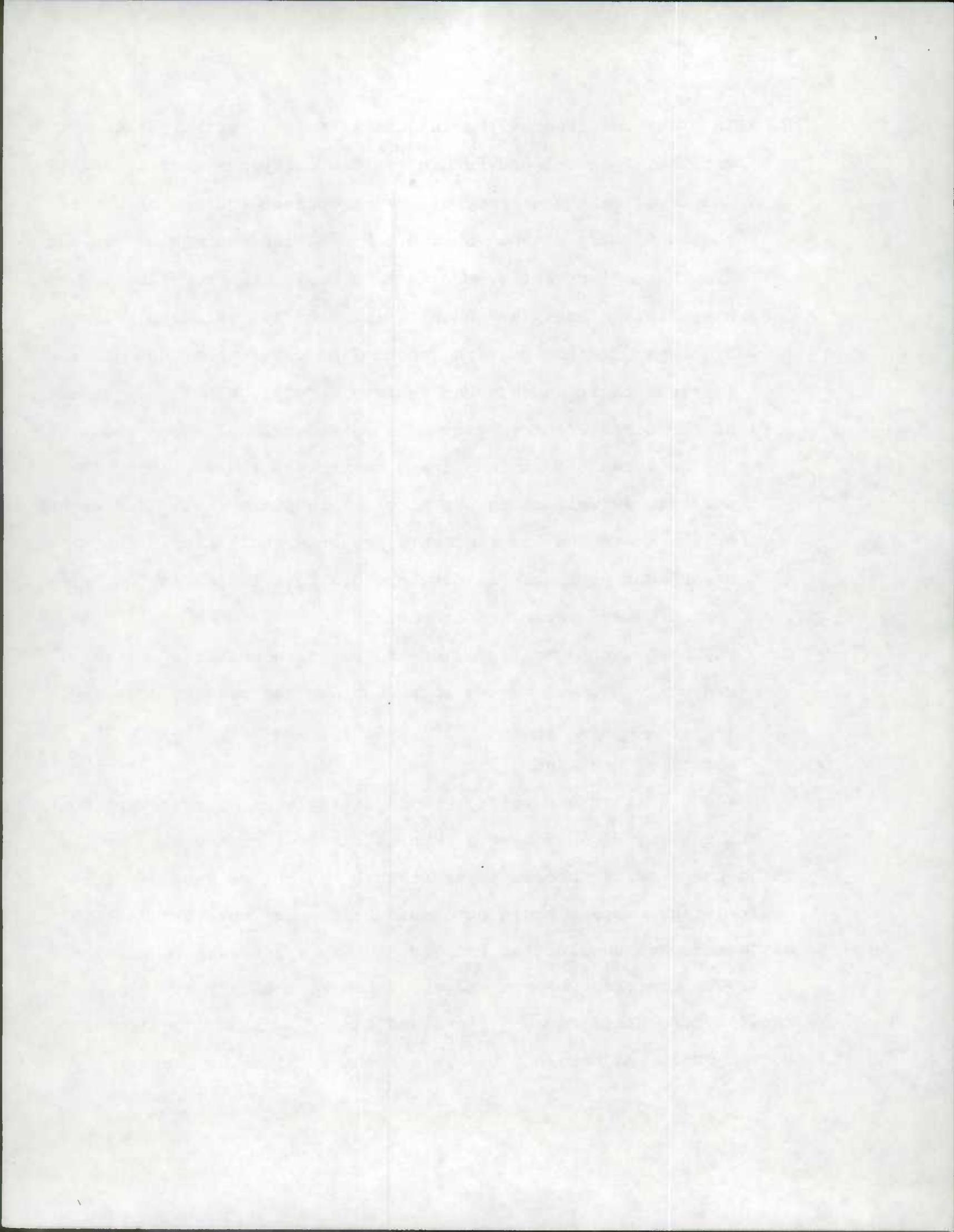
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Additional issues surfaced stimulating a major reexamination of the Primary Highway System. While the Preliminary Plan was being prepared, it became apparent that the future revenues for capital improvements would be considerably less than originally estimated when the initial Primary Highway System was formulated in 1972. Concerns were raised about the rationality of long-range future traffic projections and their resultant requirements for major new highway capital investments. Also the General



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## II. System Objectives

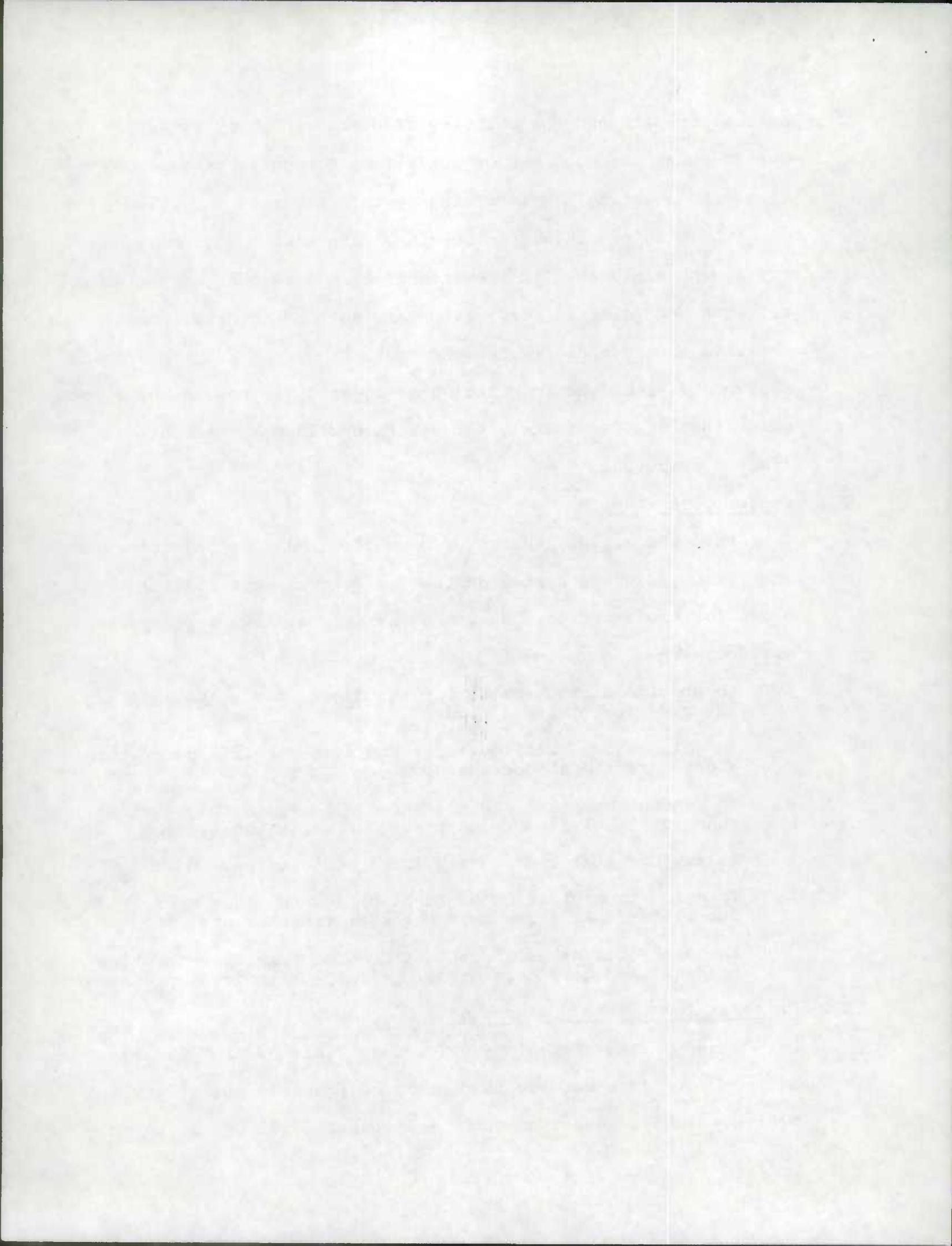
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These objectives established a framework to discern which roadways and corridors are of primary statewide importance.

## III. Criteria for System Designation

Based on the stated objectives, analyses of the primary highway corridors service to centers of economic activity, land use, population and other major trip generators were prepared.

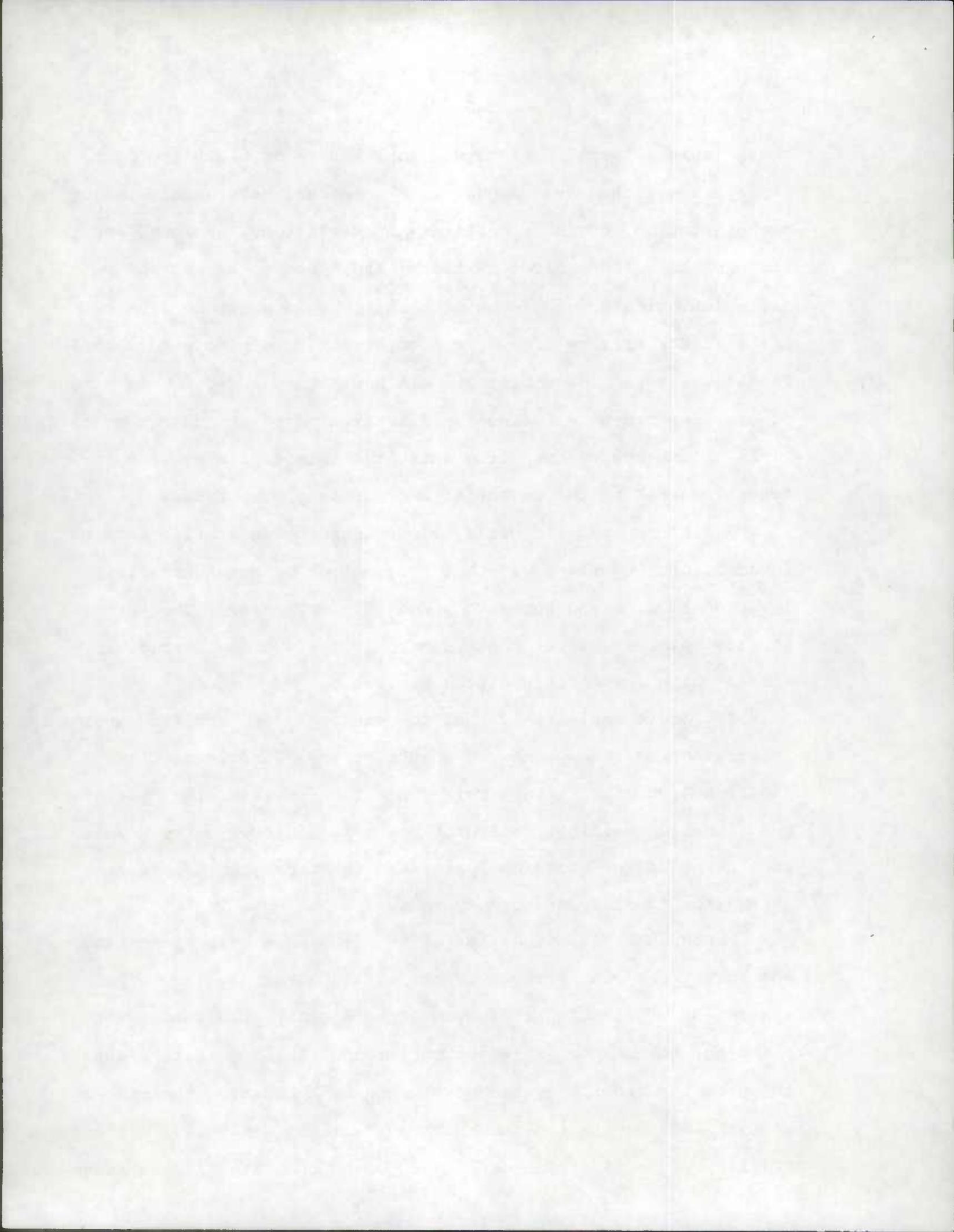


These include overlays of population centers of 5,000 and over, employment centers over 2,000, major recreational centers, major transportation terminals, military installations, national and State parks (Appendix E). National and State parks was the only criterion which proved to be problematic. In order to link all parks to the primary highway system, roads providing predominately local access and low mobility would have to be added. This series of overlays proved an effective illustration of the number of times links in the system connected activity centers of statewide interest, revealing the essential and non-essential links.

A similar analysis was also conducted using traffic service information. Overlays with ADT, percentage of truck traffic, level of service and access control were developed. The traffic service information was then used to identify those corridors serving high volume/long distance travel.

The above analysis of traffic generators and traffic service information was then compared to the State's Functional Classification System criteria. This comparison verified that the State Functional Classification System was compatible with the results and intent of the above analysis, and therefore, an adaptable method for identifying primary routes.

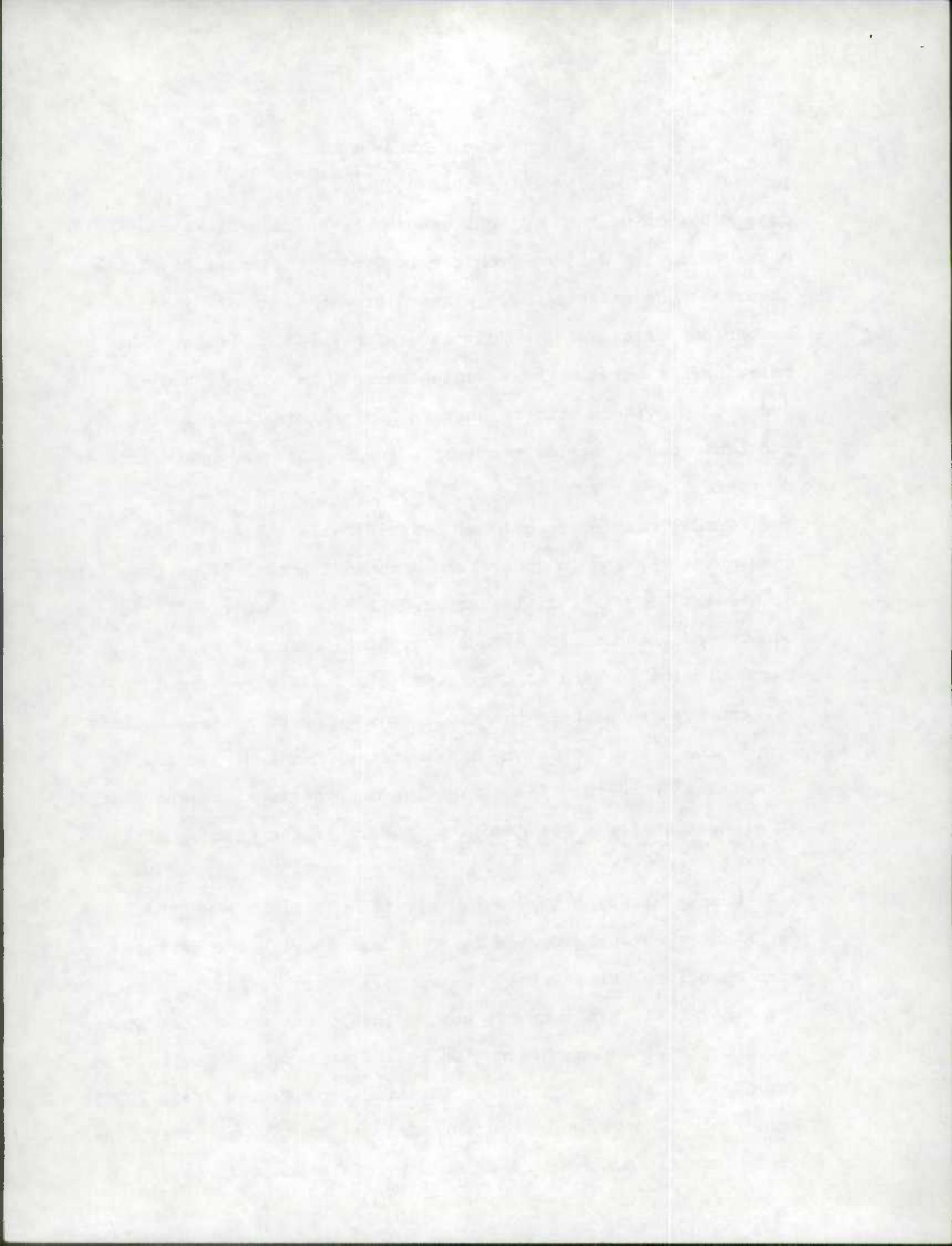
Functional Classification denotes the role a specific highway should perform with respect to the total highway system. The assignment of function to system links supports rational system planning, determines jurisdictional responsibility, establishes and promotes orderly system development. Evaluating the highway network begins with the recognition that land use activities and traffic volume differ in accordance with population and activity



center size and the distances between them. Assignment of the proper classification to a given highway evolves from the determination of the dominant generators on each link, the trip characteristics derived from the land use, the traffic volumes observed, the potential for planned growth in an area, and a comparison of travel time/distance with parallel links. The relationship between these variables must be established in order to provide a proper functional classification of highways and consequently system continuity in providing adequate transportation services.

Guidelines for functional classification establish six categories ranking in order from Principal Arterials, Intermediate Arterials, Minor Arterials, Major Collectors, Minor Collectors and Local Roads. Those facilities providing primarily land access at the beginning and end of the trip are classified as local and collector streets while the facilities which emphasize mobility-connecting the trips origin and destination-are classified as arterials. With this identification of functional classification as a base, criteria was developed for route designation of the Primary Highway System.

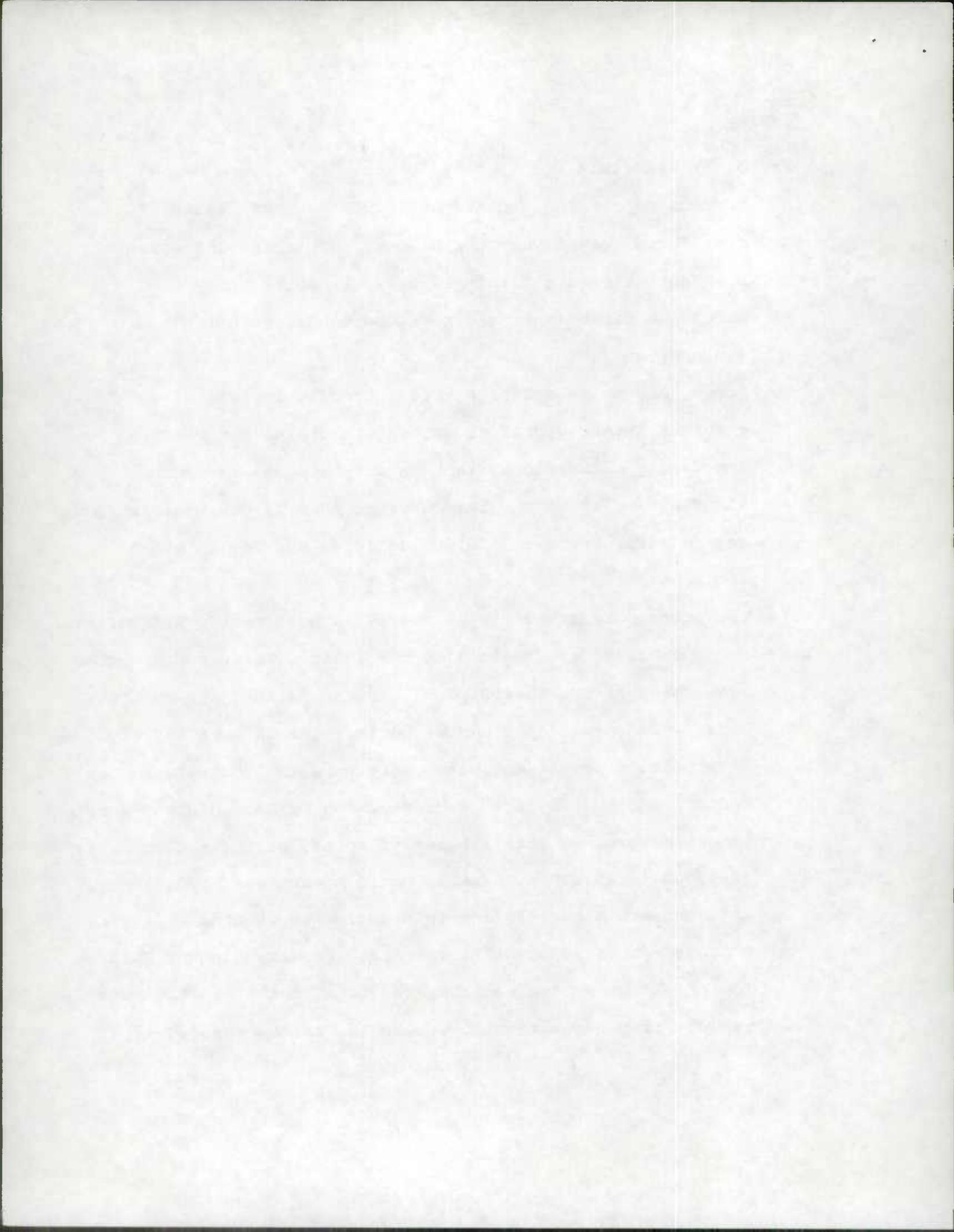
County planning staffs and elected officials throughout the State had previously reviewed and concurred with the revised Federal Functional Classification (approved July 1, 1976, as part of the Federal-Aid Realignment) which closely relates to the State network. Based upon this rationale, all Principal Arterials as shown on the State Functional Classification System (Year 2000) were included as Primary routes. This is the highest function and best meets the aforementioned Primary System objectives.



Principal Arterials are highways which:

- A. Connect population centers of 25,000 or more, which are considered served when the highway penetrates the urban boundary or passes within 10 miles from the CBD;
- B. Emphasize direct through travel between population centers; and
- C. Serve long trips and high volume traffic typical of substantial interregional or interstate travel and serve as inter-city connections; that is trip lengths exceeding 25 miles and traffic volume greater than 17,000 vehicles per day in rural areas and 55,000 vehicles per day in urban areas.

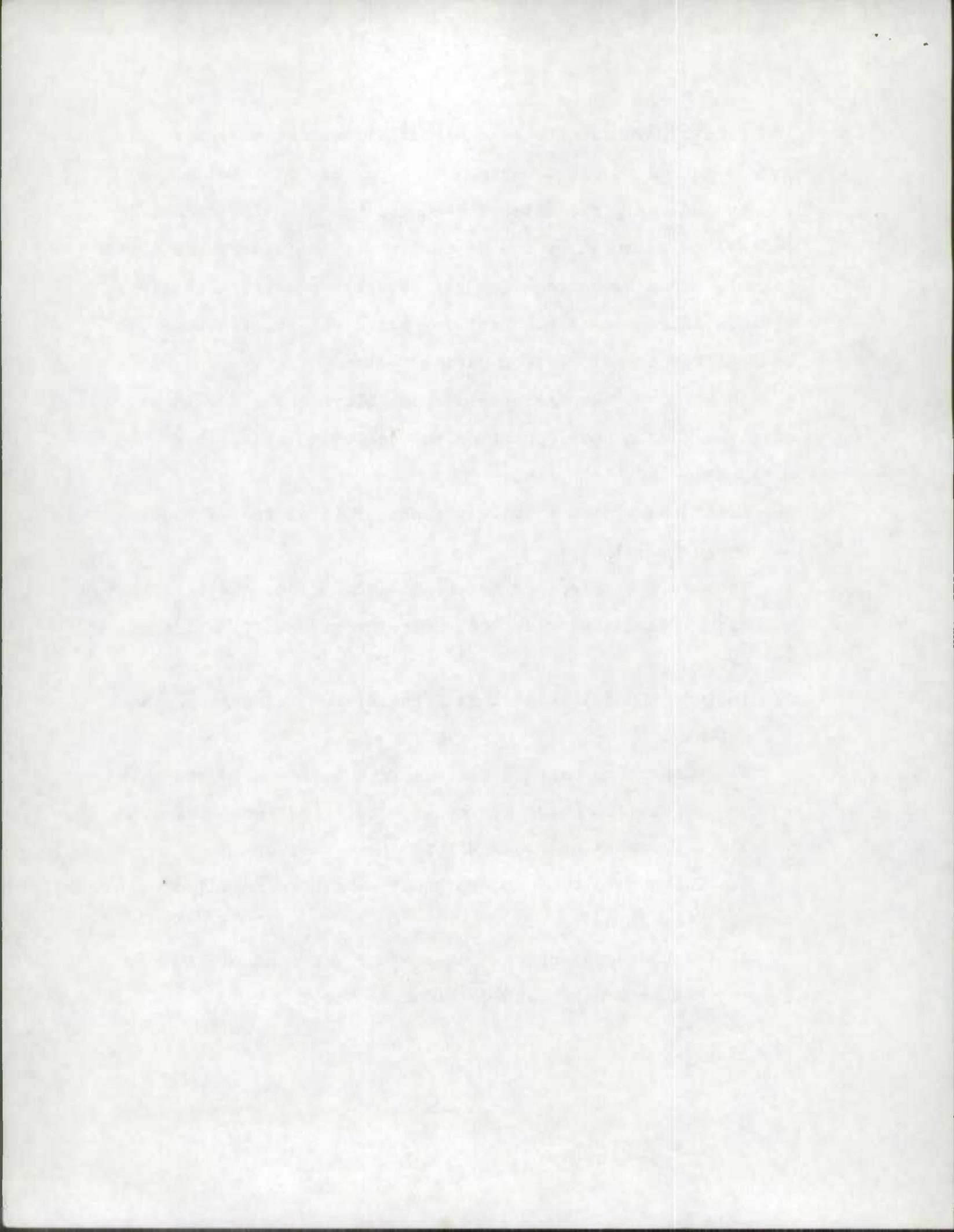
The principal arterials, however, did not provide sufficient connections to all regions of the State. For example, urban areas greater than 5,000 population as defined by the U.S. Bureau of Census (Appendix G) begin to exhibit sufficient interrelated travel activity patterns with other generation centers and thereby are candidates for Primary Highway service. It was determined that linkage of towns, cities and communities of 5,000 to 25,000 population could be achieved by selected intermediate arterials and this became the second criteria proposed for redesignating the State Primary Highway System. The resulting system was compared to a list of 25,000 auto-vehicle trip generators to insure adequate coverage.



Finally, in an effort to place limitations on the system, it was agreed to use a maximum of 5 percent of total State, County and Municipal mileage (Federal Functionally classified routes) as recorded by the State Highway Administration (1410 miles). This percentage is just slightly greater than the maximum allowance (4 percent) for principal arterials on the Federal Functional Classification System.

In Summary, the analysis of possible highway corridors resulted in the development of the following criteria for designation of the system:

- A. Limit the system to five percent of total State, County Municipal mileage.
- B. Include all Principal Arterials (which includes Interstate Highways) on the year 2000 State Functional Classification maps.
- C. Include those Intermediate Arterials of major importance which:
  1. Connect population centers from 5,000 to 25,000 in population which are considered served when the highway passes within 5 miles of the CBD; or
  2. Connect to the major highway corridors in adjacent States; or
  3. Provide connections between the Maryland portions of the main Northeast Corridor routes.



ATTACHMENT

PUBLIC ROAD MILEAGE ADMINISTERED BY THE NATIONAL PARK SERVICE

A reinventory of the road systems in 361 areas, administered by the National Park Service (NPS), is underway. The current inventoried non-bridge NPS public road mileage for your State is listed below. Please note that some of the jurisdiction data may be missing, incomplete, or in error and, therefore, subject to revision. To be open to public travel, an administered road must be available, except during scheduled periods, extreme weather or other emergency conditions, and open to the general public for use by 4-wheel, standard passenger cars without restrictive gates, prohibitive signs, or regulation other than restrictions based on size, weight, or class of registration. Your assistance in reviewing the HPMS entries versus this mileage would be appreciated.

State=Maryland

Park Name

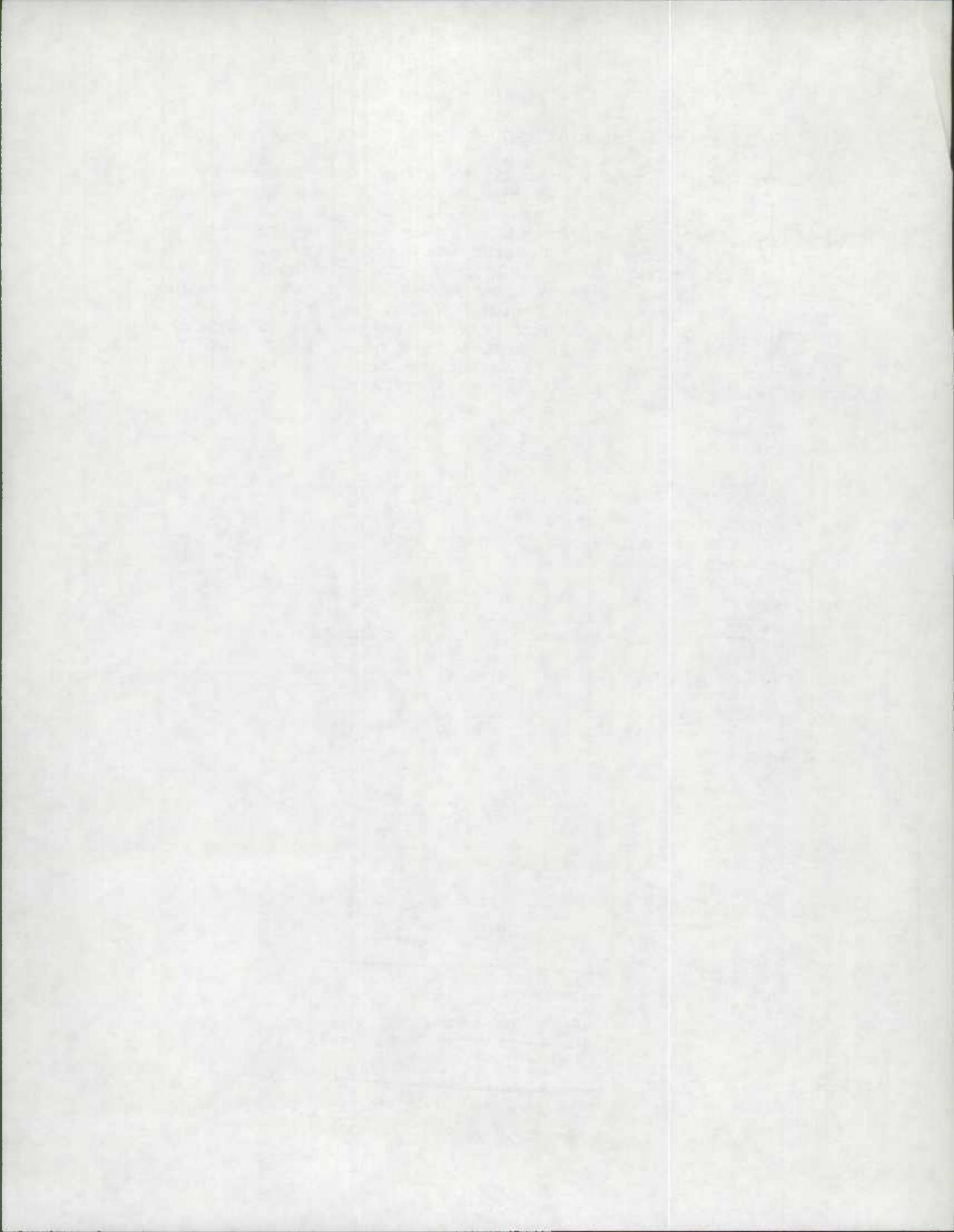
Public Road Mileage

	Antietam National Battlefield	6.5	6.47
	Assateague Island National Seashore (NO STATE RDS)	7.9	—
	Baltimore-Washington Parkway	45.6	18.67
	Catoctin Mountain Park	10.7	—
FRED	Chesapeake and Ohio Canal National Historical Park	8.2	—
FRED	Clara Barton National Historic Site		—
	Fort McHenry National Monument and Historic Shrine	0.4	—
BALTO	Fort Washington Park		.39
P	George Washington Memorial Parkway Now Clara Barton Mem. PKWY	3.1	6.39
PG	Greenbelt Park	5.1	3.09
PG	Hampton National Historic Site	0.5	0.53
	Harpers Ferry National Historical Park		
	Piscataway Park		

Subtotal

88.0 + 35.54

Antietam	GU. Rds	FT. Wash. PK	Piscataway
18.45	Greenbelt+Pk	.39	GV185
29.55	126 - 2.93		
17.13	125 - 0.16		
10.61		G.W. Mem. PKWY (Now Clara	
26.121		Barton Mem. PKWY)	
23.25		GV6 = 6.39	
28.19			
16.37		Hampton Hist Site BaltoCo	
15.71		GV 4-3160 901	
		Co. 999-	



neers, landscapers and developers, rejected the proposal as too inflexible and asked that modifications be added to follow existing zoning designations.

Rodney Banks, a legislative planner in the county's Planning and Zoning Office who wrote the initial draft, said he attempted to design a law that, in most cases, would force new construction to be planned around existing trees.

"It started out as a preservation ordinance," he said. "By the time it's

so-called "tree huggers" and "gypsy moths" — has not been a decisive factor in assembling the proposal.

Peg Burroughs, a group member who also serves as board president of the local Save Our Streams environmental organization, said she would prefer that the law require the planting of one tree for every tree removed on new construction sites.

But she said she is willing to compromise in the interests of passing a tree law where none now ex-

ists.

After much debate, the Annapolis City Council passed a tree ordinance in November, three years after it was originally drafted.

"It had a difficult birth," noted Frank Biba, the city's assistant to the Chief of Operations for the Public Works Department. "There was a lot of opposition in the development community. I don't think they understood what it meant."

Biba said the city law should preserve existing trees through better

agencies involved in their own construction projects are required to minimize tree cutting and are responsible for replacing cleared areas amounting to an acre or more.

Mostrom, who favors linking forest "save requirements" in the county proposal with existing zoning classifications, said the inevitable expense of preserving or replanting trees could be passed on to the consumer, particularly if a building project is designed for home buyers.

# Work starts toward smoother parkway

By BARRY LAWRENCE  
Journal staff writer

Workers started work last night to take some of the bump out of the Baltimore-Washington Parkway.

"It's not as pleasant and safe as it ought to be," said U.S. Rep. Steny Hoyer, D-5th-Md., a principal House sponsor of the parkway's rehabilitation project.

He said he hopes the reconstruction between Kenilworth Avenue and Riverdale Road will eliminate some of the "bumps and grinds" and eliminate the "shaking and trembling" motorists now contend with.

Reconstruction of the 2.4-mile section will not be completed until May 1990, said National Park Service Regional Director Bob Stanton.

Stanton said traffic delays will be minimized because construction, and necessary lane closures, will occur at night. During rush hours — 6 to 9 a.m. and 3 to 7 p.m. — all lanes

will be open to traffic at reduced speeds, he said. Provisions will also be made to leave all lanes open to traffic during holidays and Sunday evenings, Klinedinst said.

Work on the parkway is badly needed, Hoyer said at a news conference yesterday. He gave his speech on the scene, near a crease in the road as cars thumped by on the parkway near Bladensburg just north of Route 450.

Gary Klinedinst, a highway engineer, said similar creases run about every 50 feet.

The project, estimated to cost \$8.6 million, will include joint repairs and repaving of the roadway, shoulder work, additions of crash-safe synthetic stone barriers where medians are dangerous, and landscaping improvements, Klinedinst said.

About \$40 million has been approved. Please see PARKWAY, A4

EVENING SUN 3/30/89

## PARKWAY from A1

to rehabilitate the 20-mile federal portion of the roadway from Washington to Route 175 at Jessup, Hoyer said. The remaining 12-mile portion is administered by the state.

Other projects to be completed with appropriated funds include:

- Construction of the Route 198 interchange.

- Redecking of the Patuxent River bridges.

- Construction of the Route 193 interchange at Greenbelt.

Work on the parkway will also be done from military construction appropriations made by Congress last year, including:

- \$12 million for the Route 32 interchange.

- \$4.2 million for an access road to the National Security Agency at

Route 32.

Complete rehabilitation of the parkway may require Congress to appropriate an additional \$80 million, Hoyer said.

"We will be seeking these funds over the next several years as construction continues," he said.

In 1976, U.S. Rep. Gladys Noon Spellman, Hoyer's predecessor, secured approval for temporary resurfacing of the parkway. It was then "riddled with potholes and buckling joints," Hoyer said.

After the temporary resurfacing was completed, Hoyer said a question remained as to whether the state would assume control of the parkway, or whether control would remain with the federal government.

Hoyer sponsored an amendment to reauthorize the parkway under federal jurisdiction. The move, he said, "set the stage for appropriations to be made for the project."

Built in 1953, the parkway's primary function was to serve government installations outside Washington, Stanton said. Today the roadway, designed for rider enjoyment, serves extensive residential, commercial and governmental development, he said.

More than 90,000 vehicles travel the parkway each day, Stanton said.

190 201  
079 - 3164  
MD 197 11.52  
Prince George's Journal 3/28/89



# EDITORIALS & LETTERS

DR. GRIDLOCK

## B-W Blues

**W**ell, the long-awaited resurfacing of the Baltimore-Washington Parkway began this week. Rep. Steny H. Hoyer (D-Md.) went out to the site to herald the beginning. It's in his district, after all, and he has been the one fighting hardest for funding, and he should be there, his spokeswoman said.

So we're off to do 2.4 miles, between Kenilworth Avenue and Riverdale Road. The tooth-rattling warped joints between the concrete slabs will be ground down and mended and the road resurfaced in the smoothest and most durable way since the parkway was

opened 35 years ago. The plan is to then resurface 17 more miles to the end of the National Park Service jurisdiction, Rte. 175 at Jessup.

Only there's a problem. There's no more money guaranteed for that. Not a dime. Even if there were, it would take eight to 10 years to do the work, according to Park Service spokesman Earle Kittleman. Because there isn't money set aside, we're probably looking into the next century to see a road fixed that officials have long agreed needs fixing. The washboard effect on that road and the abrupt entrance and exit ramps make it perhaps the worst major commuter artery in the area. About 90,000 vehicles use the road daily.

How can this be? Hoyer notes that about \$40 million has been dedicated to the parkway for this short resurfacing and several other interchange projects. But it will take \$80 million more to finish the job. Hoyer has been leading the effort to get incremental funds, and is hopeful of getting more in small chunks, but with the national deficit and competing interests for federal dollars, it won't be easy, said Karin Johanson, Hoyer's spokeswoman.

See GRIDLOCK, E2, Col. 1

DR. GRIDLOCK

## B-W Parkway Make-Over Begins

GRIDLOCK, From E1

Maryland's State Highway Administration, meanwhile, has been able to tap federal funds for one major project after another. The state is in the midst of a \$730 million package of improvements to Rte. 50 that includes upgrading a 20-mile stretch between the Beltway and Annapolis to an interstate highway (update and a map will appear here soon).

But the parkway, already federally owned, doesn't draw from the pool of federal highway funds the states compete for. It needs its own line item appropriation, and apparently that is going to be in bits and pieces, if that.

The current resurfacing project—delayed for many months amid discussions over the design of the median barriers—will take about a year. Work might restrict travel to one lane during nonrush-hour periods.

Parkway projects scheduled to be completed this year include a new interchange and access road for the National Security Agency at Rte. 32, and a new interchange at Rte. 198 (Fort Meade Road). Scheduled to start later this year is the redecking of two bridges over the Patuxent River and the reconstruction of Rte. 193 at Greenbelt. That's about it for what is funded. Hoyer's address is U.S. House of Representatives, Washington, D.C. 20515, if you'd like to be heard . . .

### Enforcement's the Key

Dear Dr. Gridlock:

Since moving here three years ago from my native California I have noted with interest the comparisons in this column of local and California drivers. The implication in some of these comparisons is that Californians are better drivers because of some innate social or moral superiority. This is not the case.

California drivers tend to be better behaved than their Washington counterparts because they very accurately perceive this to be in their interest. I learned to drive in San Diego in the 1960s and was conditioned to drive sanely by tickets. I got my first ticket while in the sixth grade, for failing to come to a complete stop on my bicycle [at a stop sign]. The San Diego police liked to lurk around elementary schools to teach us early that if you break traffic laws, you get caught.

Effective traffic enforcement works in everybody, Californians and D.C. drivers. For verification, take a drive through Herndon. This town has, I believe, the highest per capita traffic citation issuance rate in the area. Herndon is the only place around here where one can drive five miles over the speed limit without being mercilessly tailgated or run off the road. Cross the line into county territory, however, and many of those sane "California style" drivers immediately turn into beasts of prey.

Police traffic enforcement priorities should reflect public priorities. If you don't like the way people drive here, don't pine for the Golden State, do something about it by letting your elected representative know how you feel.

REX APPLEGATE  
Herndon

Read on, Rea.

Dear Dr. Gridlock:

The Washington Post Metro section reported on Feb. 22 that Virginia's Project HERO appears to be very successful in reducing the number of high-occupancy vehicle (HOV) lane violations. [Project Hero is the program in which Northern Virginia commuters report HOV violators by calling state officials at a toll-free number, (800) 234-HERO. Operators take down the tag number, and a letter is sent to the owner of the vehicle urging compliance with the law.]

Could a similar program be successful in reducing the number of other traffic violations that are regularly complained about in your column? For example, if you saw my vehicle running a red light or driving on the shoulder, instead of just fuming, you would report my tag number and details of the violation to the local HERO number. If a letter were sent to me noting that my vehicle was reported running a red light at a certain location at a certain time, I would certainly make sure that it did not happen again.

Traffic officials could develop information regarding patterns of violations at certain times and places. This would enable them to allocate scarce resources more efficiently to correct the serious problems. For example, if a particular location consistently had a problem with shoulder drivers at a certain time, selective means could be employed to solve that particular problem. (Perhaps the shoulder would be turned into a driving lane we could all use).

This program might be less expensive, less

needed; (2) the current level is not working; (3) more enforcement is needed.

Mr. Applegate's request for more enforcement is a theme sounded by many people. The doctor recently reported that Virginia and Maryland state police each have a mere six troopers per shift to cover the Beltway and I-95, I-66 and I-270. The new Maryland commander for Montgomery and Prince George's counties, Capt. W.E. Brooks, shocked at the rage and driving habits he has seen on the Beltway, has moved swiftly with state support to triple the number of troopers available per shift. Virginia State Police has no plans to increase strength in Northern Virginia. Some elected officials aren't in sync with voters on this matter, don't care, or have other priorities.

How much people care about more order on the roads is reflected in the HERO program, which has succeeded beyond anyone's imagination. State officials in the first 10 weeks of the program received 25,000 reports of violations, and have concluded that there are fewer drivers now violating HOV lanes. Expanding HERO to other problems, such as reporting the countless red-light runners, is at once both comforting and troubling. Comforting because it might make a difference, and motorists at least could feel they are doing something to help. Troubling because, do we really want to live in a society where people report on people to this extent?

This is pretty much a moot point because Virginia and Maryland state police say the response to HERO has so overwhelmed Virginia authorities administratively that to expand it probably would require a greater work force than anything likely to be approved.

### A Little Patience, Please

Dear Dr. Gridlock:

Please check with your Metro spokesman and see what the story is on this one! For the last couple of months, I have seen at least once a week a Metrobus in the northbound lane of Rte. 123 (Maple Avenue) stopped with its flashers on by the bus stop in front of the Fairfax County Public Library in Vienna. This is usually about 6:45 or 6:50 a.m.

The driver is either taking a rest or adjusting his time schedule. As you might expect, traffic behind this bus backs up and forces drivers to pull to the left into heavy traffic to get around. It takes a while for most drivers to realize the bus is not picking up or discharging passengers, but merely waiting.

Can't this driver pull into one of the many shopping center parking lots along Maple Avenue to do his waiting?

DAVID G. LEE  
Reston

Metro has received other complaints about this one. Although you and other drivers are no doubt unaware of it, what is causing the delay is that Metro is picking up a handicapped person. Metro went out and monitored the driver after the doctor called, and reported back that the delay was three minutes for this special pickup. Metro spokeswoman Beverly Silverberg urges patience, and now that you know the reason for the delay, that probably won't be a problem.

Your letter is useful to provide this information, too: Metro will provide special buses, with lifts that extend to the curb, for anyone who calls 24 hours in advance. The pickup must be along a regular Metrobus route, and the service can be for anyone who needs assistance boarding a bus, from folks in wheelchairs to a person with a leg in a cast. Anyone who needs this special service can arrange it by calling Metro at 962-1825 from 7:30 a.m. to 5:30 p.m. weekdays, and from 8 a.m. to 4:30 p.m. Saturdays, Sundays and holidays. Remember to provide 24 hours' notice if possible, or at least by 2 p.m. the preceding day.

### 4 Rules for Safe Driving

Dear Dr. Gridlock:

Today it is fashionable to ponder various methods of extracting additional tax dollars from the local citizenry to alleviate our perceived traffic problems.

A major improvement in area traffic flow could be achieved without the expenditure of any additional dollars if the metropolitan Washington driving public would master the following four basic rules of safe, expeditious driving.

- Correctly use acceleration and deceleration lanes when available.
- Turn into the nearest lane when making a left or right turn.
- Do not block the left lane if there is room to move to the right.
- Use turn signals well in advance of any change of direction.

DON G. PRIMEAU



